

latitude 38

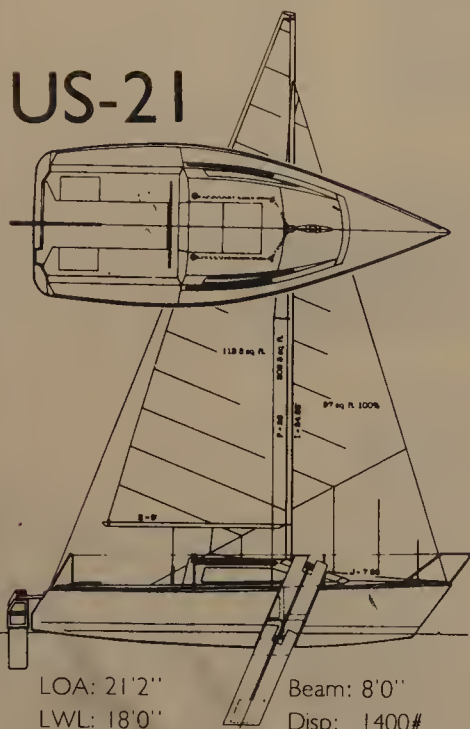
VOLUME 63 SEPT. 1982

PAID
SAN RAFAEL
Permit No. 210



SAILBOATS FOR RENT, FOR SALE

US-21



LOA: 21'2"
LWL: 18'0"

Beam: 8'0"
Disp: 1400#

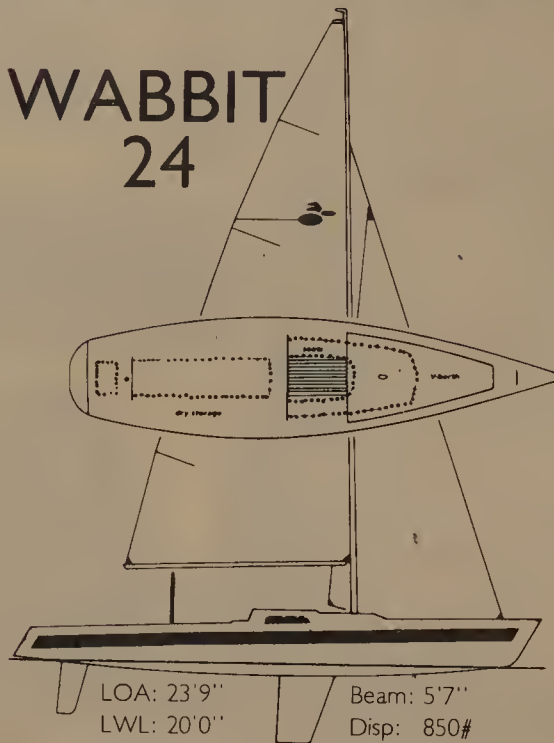
RENT

Owner/Charter
Program
Available

PURCHASE

\$9,995
with sails

WABBIT 24



LOA: 23'9"
LWL: 20'0"

Beam: 5'7"
Disp: 850#

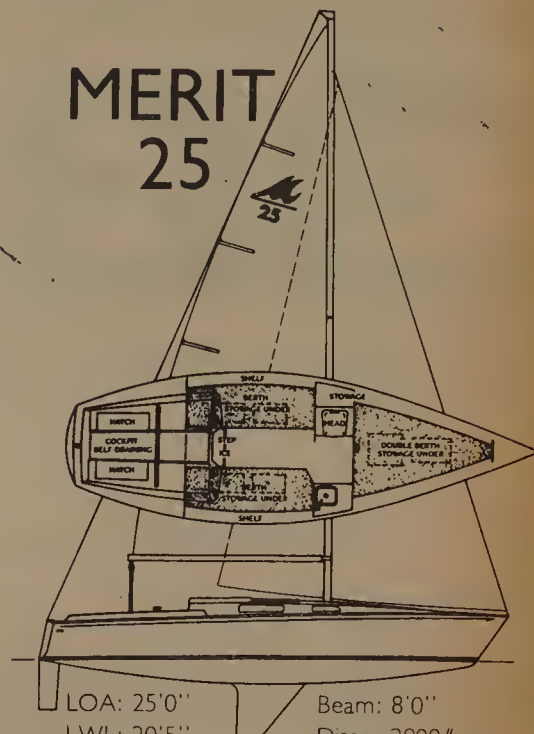
RENT

Owner/Charter
Program
Available

PURCHASE

\$8,995
with sails

MERIT 25



LOA: 25'0"
LWL: 20'5"

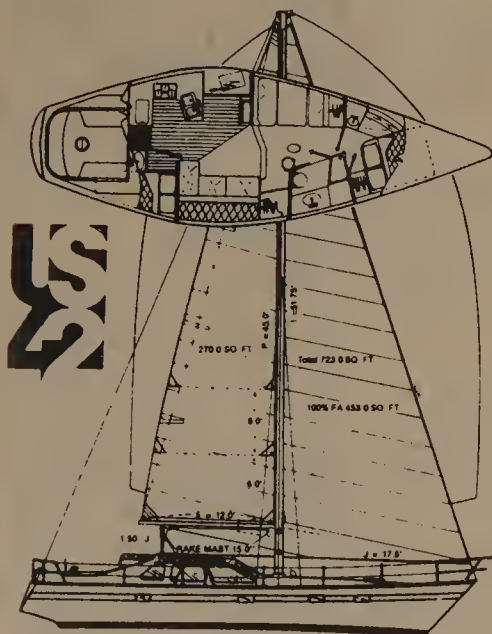
Beam: 8'0"
Disp: 2900#

RENT

\$75.00
per day

PURCHASE

\$15,100
base



LOA: 41'6"
LWL: 32'6"

Beam: 14'
Disp: 24000#

RENT

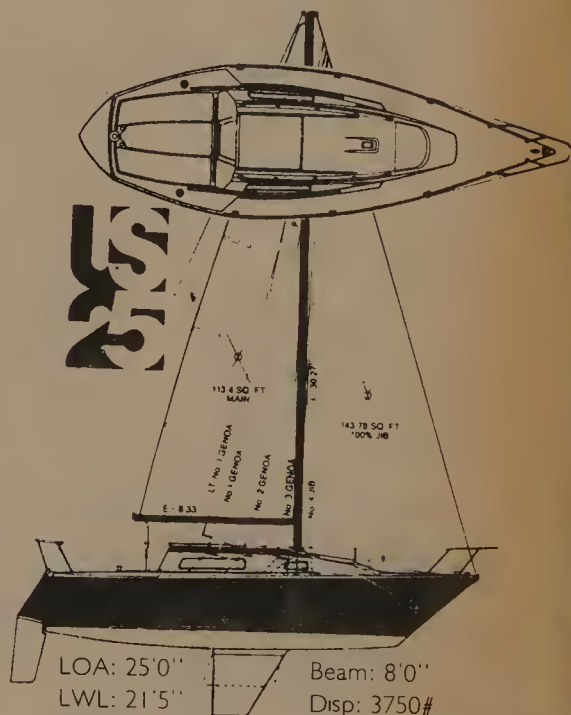
\$275.00
per day

PURCHASE

\$110,495
with sails

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US-18	\$7.50 hr.
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US-27	\$95.00/day
US-30	\$105.00/day
ERICSON 31	\$110.00/day
US-33	\$125.00/day
US-42	\$225.00/day
MAPLELEAF 48	\$400.00/day



LOA: 25'0"
LWL: 21'5"

Beam: 8'0"
Disp: 3750#

RENT

\$85.00
per day

PURCHASE

\$14,495
with sails



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- 2-25' Cal, '78.....24,000
- 25' Ericson, '75.....15,500
- 25' Cal, '80.....25,500
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- 26' Ranger, '70.....13,900
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- 2-27' Cal, '75.....27,500
- 2-27' Cal, '75.....27,900
- 27' Catalina, '71.....15,850
- 27' Pearson Van, '67...16,000
- 27' Albin Vega, '76....22,500
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- 28' Columbia, '70....19,900
- 28' Columbia, '70....19,750
- 28' Columbia 8.7, '78...49,950
- 28' Comp. 1000, '74...38,500
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- 29' Herreshoff (W), '6423,000
- 29' C&C, '78.....33,500
- 30' Bristol, '73.....34,900
- 30' Pearson Van, '78...36,950
- 30' Pearson Van, '74...29,950
- 30' Baba, '80.....70,000
- 30' Islander MKII, '71.29,500
- 30' Yankee, '72.....31,950
- 30' Rawson, '79.....31,950
- 30' Knarr, '66.....14,000
- 31' Columbia, '76....38,900
- 31' Pearson Van, '78...48,000



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- 32' Marieholm, '74....44,500
- 32' Targa, '78.....59,500
- 33' Morgan, '78.....59,500
- 33' Morgan, '73.....48,000
- 33' Ranger, '78.....59,500
- 34' Peterson 3/4, '76...49,500
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- 34' Coronado, '69....35,900
- 34' Cal, '77.....56,500
- 35' Bandholm, '80....88,750
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- 35' Megellan (W), '65...49,500
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LWL: 26'

Beam: 10'6"

Draft: 5'7"

Displacement: 8,360 lbs

Ballast: 3,740 lbs.

Headroom 6'1"

Sail Area: 187 sq ft

Spinnaker: ... 288 sq ft

Berths: 7-8

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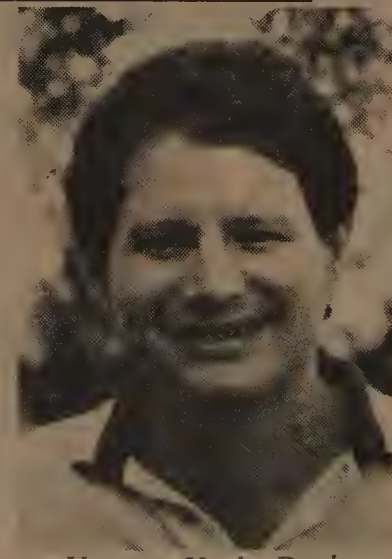
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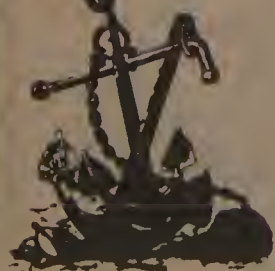
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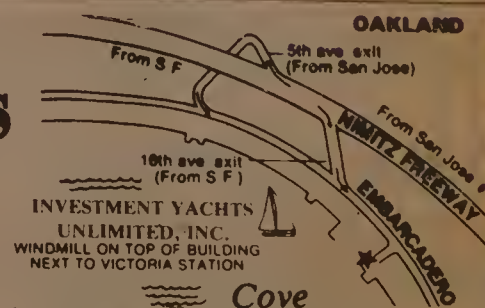
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CONTENTS

11	subscription
17	calendar
27	letters
77	loose lips
84	sightings
104	newport 30
108	clipper cup
122	truk island
128	slough saga
132	solo transpac debriefing
136	first crossing
138	once is enough
142	innocents aboard
146	marina del rey
150	equatorial challenger
154	perry's cup
156	changes in latitudes
163	advertiser's index
166	amateur boatbuilders
170	classy classifieds
179	brokerage

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Police Car in the scud-streaked seas
of the second race in the Pan Am Clipper Cup Series

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- SHOWER
- DOUBLE BERTH

Approximate Specifications:

L.O.A.	41' 8"
L.W.L.	35' 1"
Beam	13' 4"
Draft	4' 6"
Fin Keel	6' 6"
Center-board	4' 6" / 9' 9"
Approx. Displ.	26,000 lbs.
Ballast (lead)	8,000 lbs.
Power	62 H.P. Perkins
Sail Area	959.8 sq. ft.



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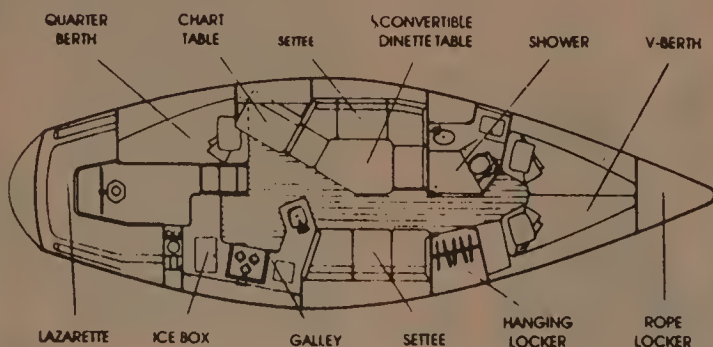
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Approximate Specifications

LOA	34' 7 1/2"	Sail Area	538.5 sq. ft.
LWL	27' 4"	Power	15 H.P. Diesel
Beam	11' 3"	Approx Displ	11,500 lbs
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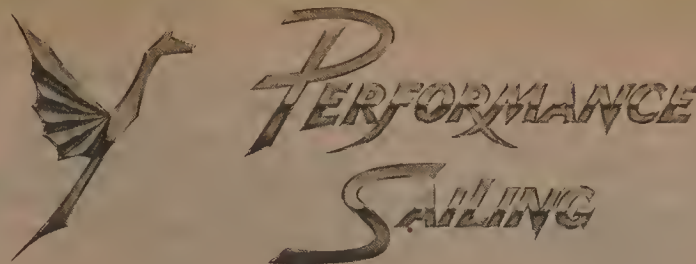
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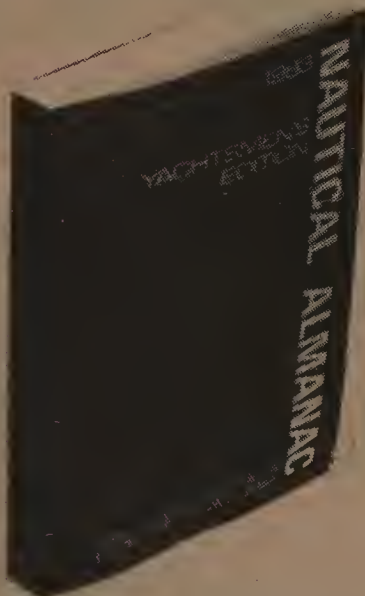
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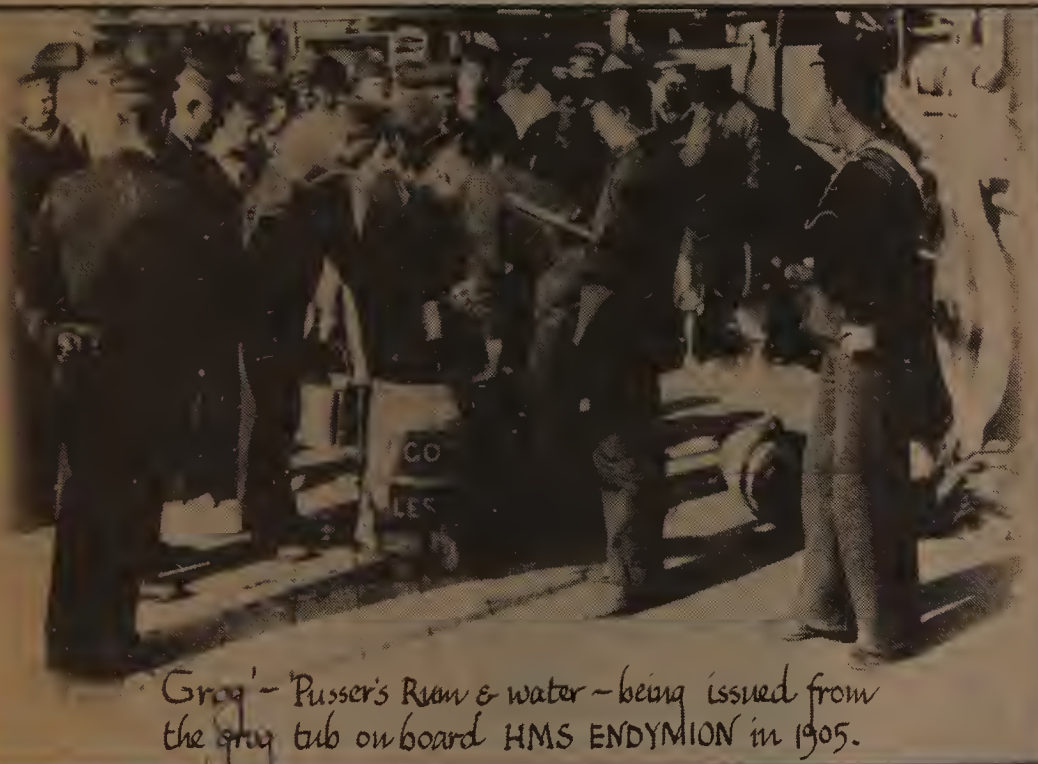
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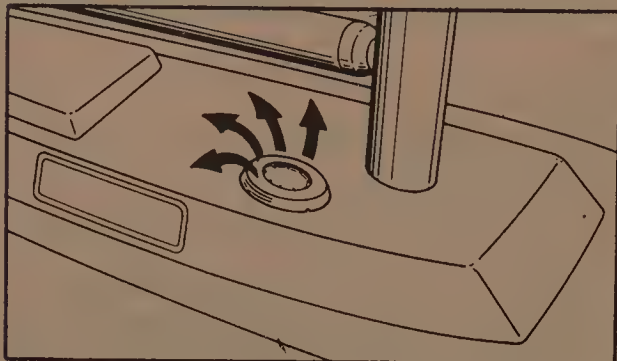
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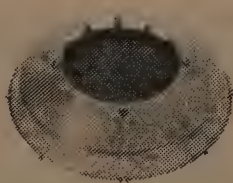
To prevent humidity build up and musty conditions that can cause mildew and dry rot below, install a Nicro Lo Vent. Whenever there is the slightest breeze on deck, the Nicro Lo Vent keeps air circulating by exhausting the foul air from below.



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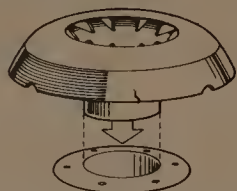
NF 10966



NF 10967

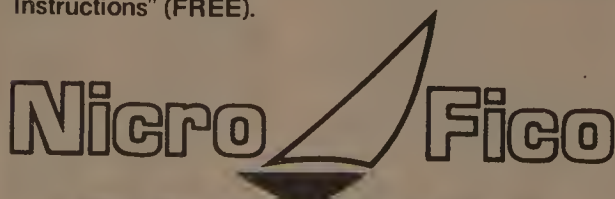
The economy plastic Nicro Lo Vent (NF 10966) costs only \$24.50. It cannot be damaged by the full weight of even the heaviest crew member, and comes complete with an air seal damper.

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Possible result: Your boat is 2 miles off-shore in a dense fog. compass and regional charts are your only means of navigation. If your compass is in error by only 6 degrees, at 2 miles out you can be off-course by more than two-tenths of a mile! A 15 degree compass error (easily possible), may cause you to miss your landmark by more than one-half mile!

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Write today for details on how **Combco** can check and compensate errors caused by proximity of engine, adjacent instruments and equipment or possible errors in the compass itself. The high technology system used is patented, exclusive, sure!

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HEY CRUISERS!! Mark your social calendar. **Saturday, October 30, 1982, 5:00 p.m.** It's time for our Annual PMS Cruiser's Kickoff Party for all boats going cruising. Make your plans to be in San Diego by that time to meet lots of other folks going south, compare notes, make new friends, etc. All the munchies, drinks, etc. furnished by PMS with no obligations. We do hope you will remember us for any of your cruising needs. As usual, our '66 Ford Pickup "White Lightnin'" (still running) will be available for trips to Consulate, provisioning, etc. Have your mail sent to our address where we will put it in our cruising mailbox for you.

Feel free to call us in advance if you have any questions about SD or any questions regarding cruising equipment, re: to auto pilot or not to autopilot. We do have a staff of experienced off-shore cruising folks working with us and pride ourselves upon giving knowledgeable advice as to what equipment is needed and — just as important — not needed. We have available for you in the store our Cruising Guide which we feel will be helpful to you.

We monitor the Manana Net on the Ham Radio 14340 daily at 1900 Zulu.

When you get to SD swing by PMS even if you don't need anything, have coffee with us — we'll direct you to the laundromat, Consulate, etc.

If possible bring a picture of your boat and crew to make a page for our cruiser's scrapbook.

Happy Sailing — See you October 30th.

Steve & Tommie

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When you leave for far away horizons, you'll find one of the things you'll miss — besides sourdough French bread, fine restaurants and the ballet — is a good stiff 20 knot breeze.

Three good reasons to buy a radial headsail:

Drifting: points as close as 40° to the wind because it has a wire luff and hanks on the jibstay. There is no need to add extra gear since it utilizes your existing jib halyard.

Reaching: More power because it's cut fuller than a genoa and has more sail area. Radial head design for maximum strength and low stretch. Good up to 20 plus knots.

Running: Better than a genoa because it's lighter, fuller and larger. Easier to handle than a spinnaker since you don't need a pole, foreguy or topping lift.

If you don't want to replace your entire sail inventory with light air sails, or bother with the expense and trouble of a spinnaker, you should seriously consider the Radial Headsail. It's the one sail which can provide the most versatility in light and medium conditions with the least amount of bother.



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CALENDAR

Sept. 1-9 — Etchells Worlds on the Berkeley Circle. A world class event. 563-6363.

Sept. 2-6 — Kronenbourg National Boardsailing Championships. Open to all levels of experience, with pre- and post-race seminars and an appearance by the U.S. Olympic boardsailing team with coach Major Hall. Held off Crown Memorial Park, Alameda. Brian Tully, (916) 334-1707 or (415) 521-2330.

Sept. 3 — Windjammers Race. From SF to Santa Cruz. Debbie, 771-9500. Look out Santa Cruz!

Sept. 4-5 — Windjammer Classic at Lake Tahoe. 3 races, trophies, Sun. night. Windjammers YC, P.O. Box 10466, So. Lake Tahoe, Ca. 95731.

Sept. 4-5 — Barth Regatta. An all South Bay affair. Race from Alameda to Coyote Pt. on Saturday, return on Sunday. Dinner available both nights, and a breakfast Monday morning at Island YC. Definitely a racer/cruiser event. Debbie, 771-9500.

Sept. 8 — Coastal Navigation-Piloting class starts at Contra Costa College with O. Eugene Barton, 235-7800, ext. 224.

Sept. 10-12 — Wooden Boat Festival in the great Northwest. A varnishing breed. Wooden Boat Foundation, 633 Water St., Port Townsend, WA 98368. Kathleen Roush, (206) 385-3628.

Sept. 10-19 — S.F. Bay In-The-Water boat show at Alameda's Mariner Square. Lots of yachts, new and used, for young and old to cruise and peruse. Karen Thompson, 523-0940.

Sept. 10-19 — Bay Area Boat Show, San Leandro Marina. It's a mystery to us why these shows duplicate, but one thing is clear — for the boat viewer it's great! Richard Jenkins, 436-4664.

Sept. 11 — Whale's Chase Race #3 at the Ballena Bay YC. Bill Conniff, (415) 846-3536.

Sept. 11 — J/24 Masters Invitational. For the old in body and young in spirit. 563-6363.

Sept. 12 — Linda Webber-Rettie 1st annual women's race for fully crewed yachts. A regatta in her honah. Bill Conniff, (415) 846-3536.

Sept. 11-12 — Catalina 30's national regatta. Oakland YC will host the three race series. Nancy Campbell, (415) 967-4963.

Sept. 13-17 — Wooden Boatbuilder's Symposium. Intensive 5-day course with everything from lofting and design to sailmaking and traditional tools. Wooden Boat Foundation, Port Townsend, WA. (206) 385-3628.

Sept. 17 — Film: *Cocos Island — \$600,000,000 Treasure Island off Costa Rica*. Sailing and scuba expedition of 115' schooner Sol. 7 pm. Bay Model Auditorium, Sausalito. Free. Ocean Voyages, 332-4681.

Sept. 17 — Slide show and debriefing session for participants in the 1982 Ballena Bay Kauai Transpac. Seating limited to 125 people. Bring your ten best slides of the race and a friend. At BBYC, 1124 Ballena Blvd., Alameda. Lynn Fraley, 848-3419.

Sept. 17-19 — California Wooden Boat Show in Lido Marina Village, Newport Beach. Follow the grain south. Lee Gjølme, (714) 646-3963, or Duncan McIntosh, (714) 673-9360.

Sept. 17-19 — Fundraising fun sail with the Oceanic Society to Ayala Cove, Angel Island. Pick up at Pier 39 or Sausalito. \$15 for members, \$20 for non-members. Landes Costigan, 441-5970. or Diane Moreno. 927-16976.

Sept. 19-25 — St. Francis YC Big Boat Series. The best show in town, including the maxis. 563-6363. Watch from Marina Green or your boat. Bring binoculars. Cheer for your favorites.

Sept. 20 — Start of fall evening classes at the Bay Area Marine In-

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Sept. 21 — Celestial navigation class starts with Franklin T. Potter at the Oceanic Society. (415) 441-8192.

Sept. 22 — Nimitz regatta at the Berkeley YC. Entries due Sept. 3. Cesare Galtieri, (408) 773-3543 (work) or (415) 843-2843 (home).

Sept. 23 — Creativity in the Galley — a class in Alameda by noted nautical nosher Lynn Orloff-Jones. Come hungry. (707) 557-0578.

Sept. 24 — Free class on steering systems at Voyager Marine, 1296 State St., Alviso, Ca. 95002. (408) 263-7633.

Sept. 25 — Another fundraising fun sail for the Classic Society. Landes, 441-5970, or Diane, 927-1696.

Sept. 25-26 — Windsurfer Fleet 15 championships at the Berkeley Marina south basin. Mark Savage, (415) 548-8546.

Sept. 26 — Fannette race, Lake Tahoe. An end of the summer finale. Windjammers YC, P.O. Box 10466, So. Lake Tahoe, Ca. 95731.

Oct. 2-3 — Ericson 27 regional regatta at the Berkeley YC. Contact Bill Price, (408) 867-0368.

Oct. 2-3 — Team racing regatta at Folsom Lake. Steve Galeria, (916) 961-6194 (home) or (916) 322-3230 (work).

Oct. 8-17 — J/24 Worlds. Another world class event of the most popular pocket cruiser of the past decade. 563-6363.

Oct. 9 — Sir Francis Chichester Around Alameda Race for Laser dinghies. The big question is: which way to go around? Mik Beatie, 924-1699.

Oct. 9 — Catalina day on the bay, sponsored by the Catalina dealers. A little boat showing off, a little racing, some beer and wine drinking, eating and dancing, and lots of skid rowing and fun. Judy Hitt, 1173 Nimitz Ln., Foster City, Ca. 94404. (415) 349-7110.

Oct. 9-10 — Day Sailor Oktoberfest, aka regatta #5 and Nor-Cal/Nevada regional championship at the Santa Cruz YC. John Field, (408) 423-6034.

Oct. 9-10 — All Islander regatta at the Corinthian YC. Tom Huges, (415) 545-2603, Larry Telford, (415) 541-1777, or Allan Schuman, (415) 563-2111.

Oct. 20 — Creativity in the Galley, only this time in San Rafael. (707) 557-0578.

Oct. 23 — Berkeley YC's women's invitational race for the distaff skipper and crew. Ruth Brooke, 526-4899.

Oct. 23-24 — Richmond YC's 50th anniversary. A golden moment for a sterling club.

Oct. 25 — Creativity in the Galley, Pleasant Hill style. (707) 557-0578.

Oct. 28 — Creativity in the Galley, back in Alameda.

Oct. 30-31 — Ancient Interface conference, with a special presentation by Olin Stephens on the last fifty years in yacht design. Lewis Peach, 965-5469 (days) or Alan Adler, 493-5231 (eves).



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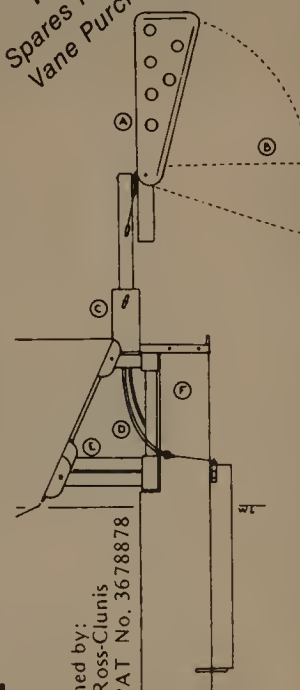
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Featured at the Mariner Square Boat Show...

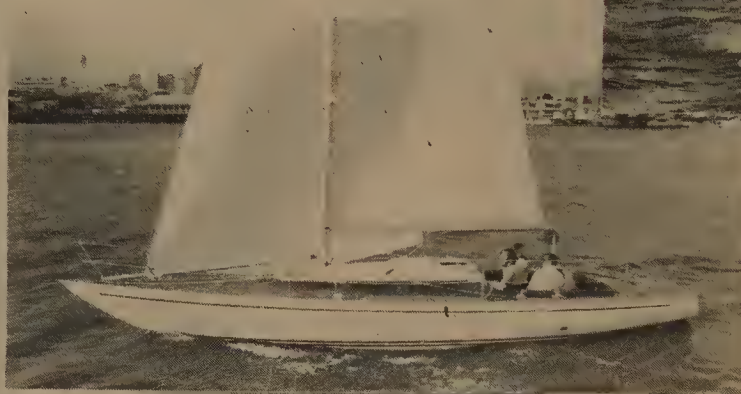
FLICKA

Flicka is an extraordinary offshore cruising yacht designed by Bruce Bingham, N.A., and heavily built to withstand the rigors of offshore cruising. Her popularity has been astounding, and reflects the trend of many sailors to smaller craft which are more affordable, easier to handle and easier to maintain. Flicka is all of these and more. She can be trailed, and her 8' beam and full 6' headroom give her more roominess below than boats 30% larger. She's a sensational sailer — fast, stable and responsive. Her performance and reliability have been proven by hundreds of Flickas now sailing all over the world.

The BB 10m

The BB 10 Meter comes off the design board of the Borresons, a father/son team with a successful racing background in one-designs in Scandinavia and beyond. Their accumulated expertise in designing, building and racing keelboats shows in the performance of the BB 10. A sheeting pedestal in the center of the cockpit just ahead of the tiller exemplifies the custom Danish-made fittings designed especially for this yacht. The interior is simple yet efficient with settees that convert to berths and galley accessories in all lockers port and starboard.

Though designed more as a racer than a cruiser, the BB 10 has ample stowage areas in the cabin and beneath deck. The long cockpit has plenty of room for the crew and a separate seat for the skipper. A specially designed anchor fits in the bilge just ahead of the center-of-balance lifting lug. The pull-out galley units are practical space savers in this narrow beam design.



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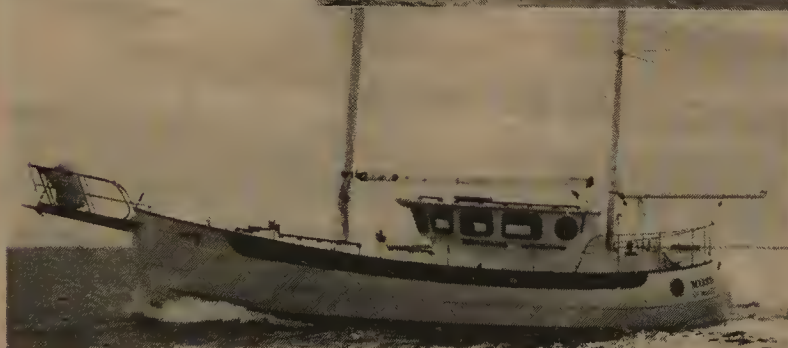


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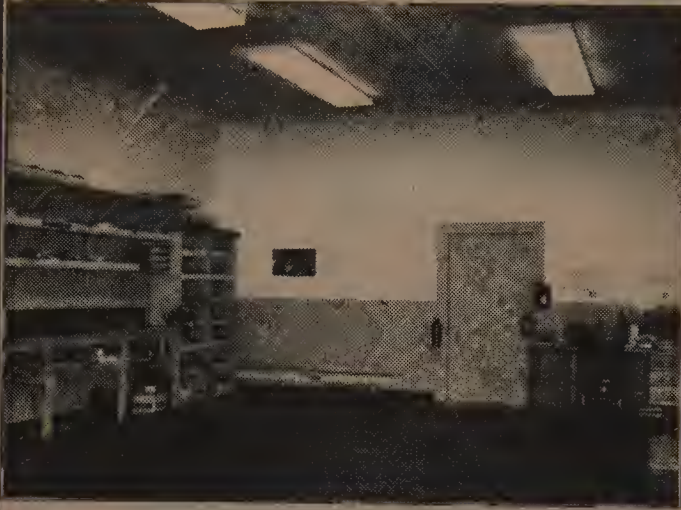
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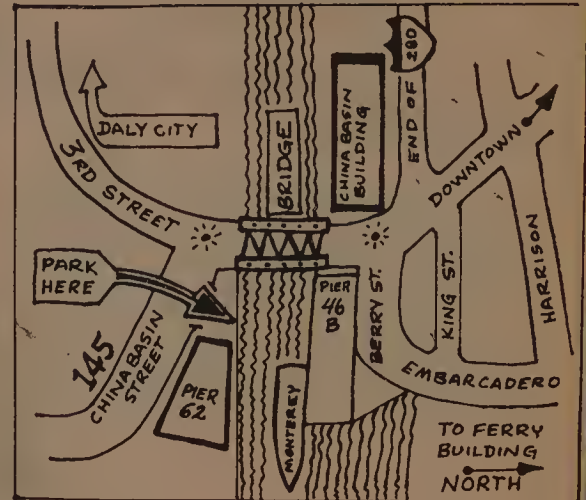
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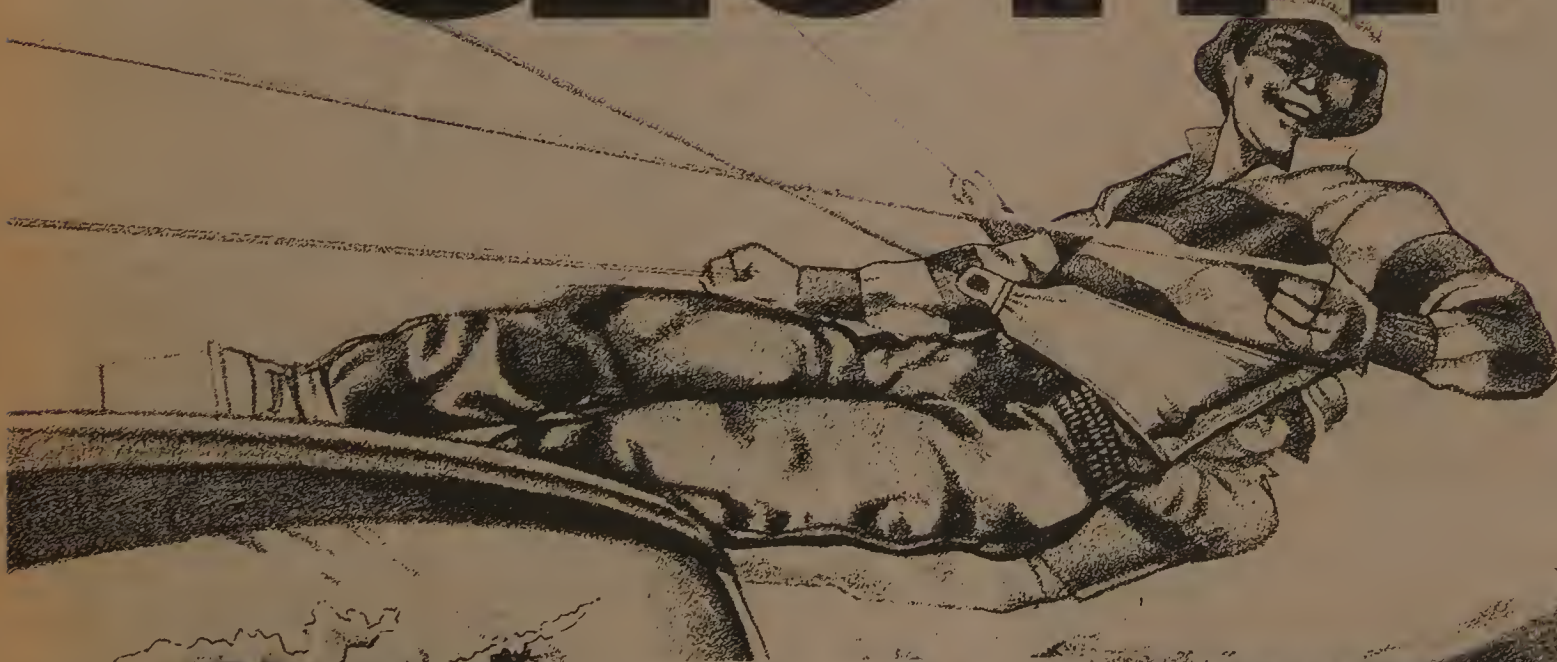
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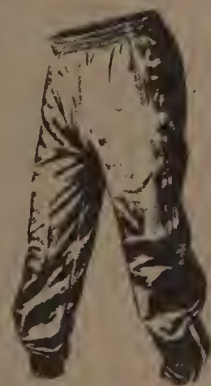
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LETTERS

□ OVERKILL IS THE NAME OF THE GAME

Re: Phil Howe's account of Tropical Cyclone "Isaac" ravaging the Vava'u Group of Islands in the Northern Tongas, *Nightmare in Nieafu*, Vol. 58/59 1982.

The bay area Vertue sloop owners will be pleased to know that teak Vertue 106, *Kainui*, which cruised the bay area in the fall of 1977 to slowly continue singlehanded to Tonga, survived "Isaac" unscathed in a bay adjacent to the bay fronting the village of Neiafu, where Phil's photos so well depict the aftermath of "Isaac".

My little sloop, *Kainui* lay that night to her heavy-duty mooring which I set up four-and-a-half months previous to that night, at the beginning of the hurricane season.

There is a right and a wrong way to do everything and Phil's photos and so many big yachts stacked up on the beach along the shoreline shows what happens to you when you do things the wrong way. The wrong way is characterized by unpreparedness: lack of adequately heavy anchoring gear and putting what you got in the wrong place.

I threw my engine over the side in Pago Pago to make room for more anchors. Don't laugh. I collect anchors. A peek in the bilge of my 25-ft. sloop reveals heaps of 5/16 chain, bits of huge ship's chain, many big anchors, D-8-size shackles and swivels, yards of shackle-pin wire, and miles of 5/8", 3-strand nylon rode. When I'm ashore, I don't worry about dragging.

I make a point of anchoring where *Kainui's* chain won't snub up short wrapping itself around a coral head and consequently have it's breaking strength tested as the hull rises on a swell — which is what happened to *Redhawk's* gear that infamous night.

During the storm after the wind had veered to the west, *Kainui* was exposed to 10-ft. swells where she lay to her mooring. The dampening motion inherent in her mooring never allowed the chain to reach it's tested breaking strength.

The firehose outside layer of antichafe over the bow roller was a little worn, but not enough to reveal the two underneath layers of leather and rubber garden hose. Overkill is the name of the game in anchoring and mooring. But people don't like to carry a lot of ground tackle because it's messy and such a hassle stowing it. Their insurance is a big engine and/or a supply of horseshoes and rabbit's feet.

Then there are people like me who go to the other extreme. I'm now in need of a bigger boat to carry around my excess of ground tackle. Any bay area readers who are interested in acquiring some deluxe anchoring gear and a fine small sailing boat to carry it around in keep a look out soon in *Latitude 38* and *WoodenBoat* magazines for my ad. *Kainui* will soon be looking for a new owner to take her on to new landfalls.

Phil, you and Toni are two very luck "Palangis" (Tongan for white men). The both of you landing inadvertently on the only two pieces of sand in over three miles of jagged coral shoreline.

Jesus, I'm tired of hearing those horror-sea stories. People will get the idea we're taking a risk out here.

Ofatu, Peter Kinsey
Yacht *Kainui*
Pangaimotu I.
Vava'u Group, Tonga

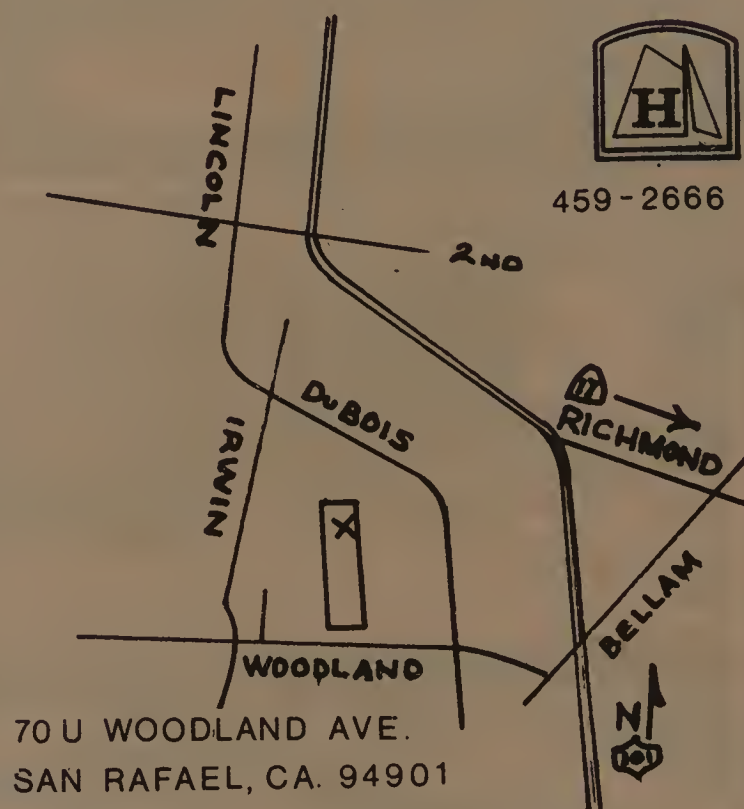
Peter arrived in Tonga July 10, 1980 and "acquired for crew the prettiest girl and best dancer on Pangainiomi Island", married her, and together they have since produced a son.

□ MOITESSIER'S FAN LETTER NO. 1

Thanks for letting us know about Bernard Moitessier's class on celestial navigation. My wife, Suzanne and I attended his class last Monday.

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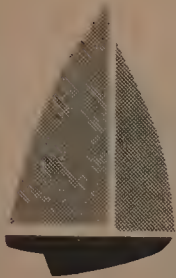
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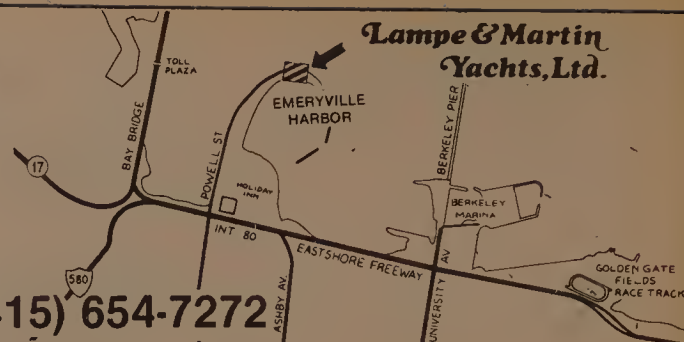


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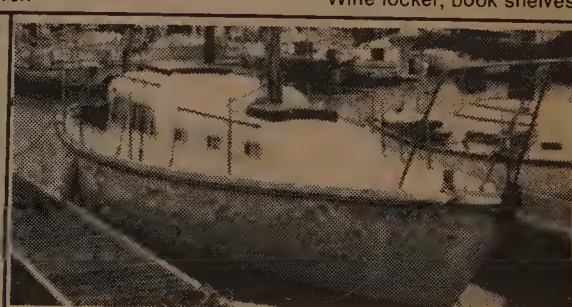
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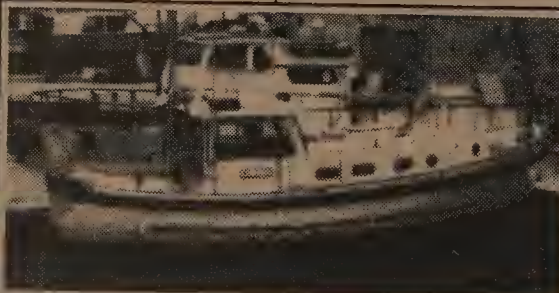
Ericson 30, 1979. Diesel, wheel steering, fatho, VHF, knot, great bay boat. Price reduced \$7,000 — \$39,500.



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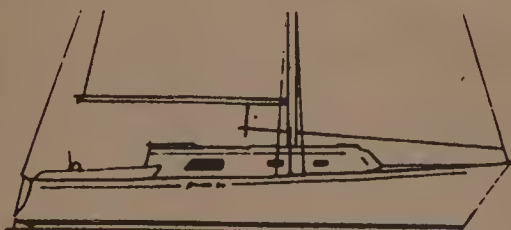
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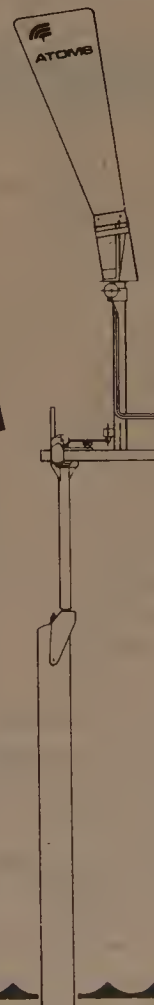
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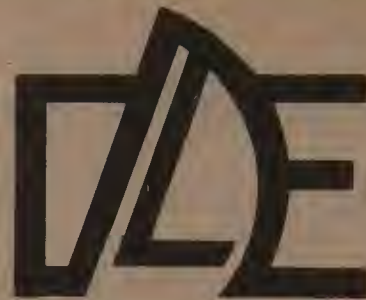
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LETTERS

It was quite amazing; his claim is for real. So, with a little practice and his great notes we get closer to cutting loose in our 34-ft. Dufour.

Joe & Suzanne Zeon
Los Gatos

Joe & Suzanne — Bernard certainly attracts students; one couple called us from southern California to get his address because they also wanted to attend.

We were glad to give Bernard a little publicity after all he's done for sailing, but readers would be well advised to note that there are several other excellent celestial navigation instructors advertising in these pages, instructors who also conduct fine individual and group classes. We recommend them highly.

□ WHAT ABOUT THEM APPLES!

As a friend of Jim Apple and current owner of the San Francisco Cruising Center (not Sausalito by the way), I want to add a few points to Barbara Jones' letter regarding Jim's nightmare. I had the opportunity to visit Jim during his hearing last January. I found that his normal enthusiasm for life and cruising had been replaced by overpowering fear. His attorney advised him that, even though seven witnesses placed him on the boat at the time the crimes were committed, the case would most likely go to trial. This was based on the fact that a hearing is not conducted to determine guilt or innocence, but simply to decide if there is sufficient evidence for a trial. Seven witnesses under oath pointed to Jim and swore that beyond a shadow of a doubt he was the person responsible for the crimes. Jim told me that you have no idea what it is like to have some cute little old lady you would love to have as your Grandmother point to you and say "that's the guy who robbed me". Needless to say, the Judge's ruling was very welcomed and unexpected. If it had gone to trial it would have been another three or four months of hell for Jim and many mega bucks.

Jim is left with the nightmare of what could of happened if just by chance on this particular evening he had decided to go a bike ride or for a run on the beach by himself, which he did so often. If he had been alone instead of with seven good friends there is no doubt in his mind he would have gone to jail for a long for something he didn't do.

Gary Ryan
Sausalito

□ THANKS TO YOU, IT WORKS

To all those — and there are many — wonderful sailors out in *Latitude 38* land, who responded to my letter in the July issue, I extend an unfrustrated and enthusiastic thank you! I now have more offers to sail than I probably can keep up with, but I'll try.

I have one small confession to make and that is that the advice to "just keep doing what you're doing" did pay off before my letter made *Latitude*. Thanks to walking the docks before a race from Princeton Harbor to San Francisco, and to one marvelous skipper, Ray Sieker, and his outstanding crew of six gentlemen, I became involved in my first ocean race. It didn't take long for me to have my eyes darting back and forth to the knotmeter, and to find myself spontaneously shouting, "Let's get this boat up to 7!"

So now I'm hooked on racing as well, and have had exciting times since my first occasion to wear foul weather gear. My sailing bag is packed and ready to go at a moment's notice.

To those of you at *Latitude 38* my sincere appreciation for printing my letter and for your advice. As far as terminology and "wrenches" goes, I decided that "wrenches" was a better choice than wenchies, so now I know it's "winches". Thank you!

Clorinda Kramer
Moss Beach



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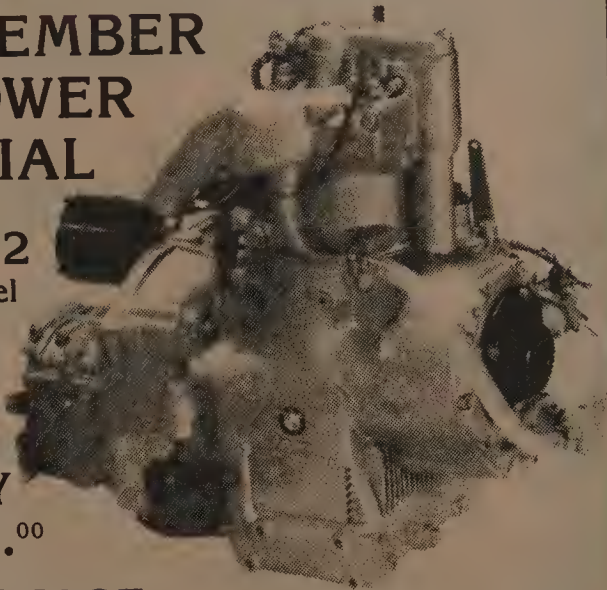
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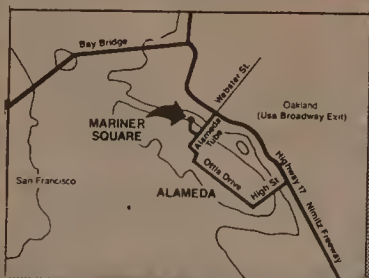
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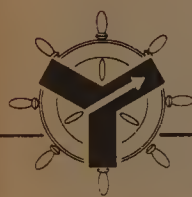
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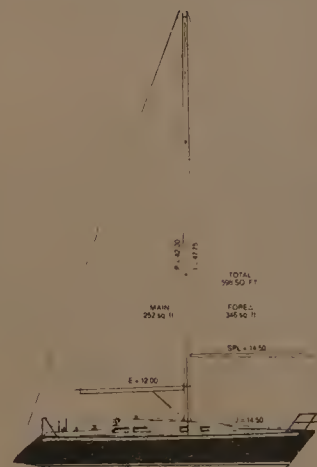


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LETTERS

Clorinda — Great for you! After you get a little bit more experience we'd sure appreciate some feedback to benefit women who find themselves on the outside looking in, as you recently were.

□ DELTA GUIDE UPDATE

This is being written from the nice, new, clean Pittsburg Marina. Today the shower water was *mucho calor* (very hot). For dinner the Mecca is a gas (literally). But this is a convenient (but shallow marina, 5 - 7-ft. at low water) place to stop. Tonight it's windy and noisy compared to the Delta but I recommend it.

Backtracking up the Delta, we found the charts to be very accurate. After passing #35 on the San Joaquin on an ebb, the water went from 44-ft. to 4-ft. in an instant. Rebecca Shoal is there.

We came down the 'Moke' and crossed over from Moore's River Boat to the pipes (which are not shown on my chart) and the depth-finder indicated very shallow water (5-ft.) between the berms. As you say, one must hug the side to get out to the San Joaquin River.

Backtracking up the North Mokelumne, please let the cruising folks know that Tony's in Walnut Grove only serves dinner on weekends and in our opinion Guistis is mediocre. One could do better with steaks or burgers from Miller's (Oakland) or their Bar-B-Q on the boat.

Walnut Grove Marina is a good place to get ice and other last minute necessities even though their (well) water is a little murky.

Lastly, I am changing my opinion about finding the choppy water on the way back. We definitely ride with the tides but prefer to go through Suisun Bay during slack, ride an ebb through Carquinez Straits and head for shallow water in San Pablo Bay during the flood. Enough said.

Tom Hughes
Moraga

Tom — Thank you very, very much for your two cents on the Delta. We urge any and everybody to share their tips and experiences.

□ TRUE LOVE

It wasn't long ago that I heard an advertisement on KWAU (radio station) about a basic sailing course offered at O'Neill's Yacht Harbor in Santa Cruz. I had always been in love with the sea but my encounters with it had only been on a powerboat.

We'll I am happy to say that learning how to sail has been one of the greatest thrills of my life. From the very first lesson my instructor, Ernie, treated me just great — even after I let the halyard go up the mast.

My instructor introduced me to *Latitude 38* and I immediately became an ardent reader. My only complaint is that your magazine seems to be geared towards sailboats in excess of 26-ft. How about some more information and advertisements about boats in the 19 - 24-ft. range?

Anyway, keep up the good work. You have a good thing going.

Michael Longobardo
Pebble Beach

P.S. — Why not go national and get some colored photos?

Michael — Actually, we do have quite a bit of stuff about smaller boats. Off the top of our heads we can recall recently doing a story about the Hobie TransPac up the Delta, about the Treichels cruising their 20-footer in the Channel Islands, about Hurricane McNaughton crossing the Atlantic in a 21-footer, etc. Then there's always stuff about Moore 24's, J/24's, Santana 22's, Aussie 18's — lots of stuff.

We'd do even more on small boats if we had the space. And since we don't even have the editorial space to cover all the northern California sailing we want, you can probably appreciate why we

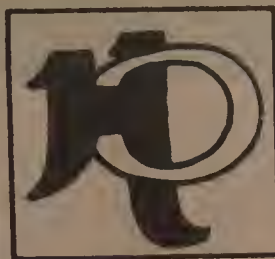


PHOTO: DIANE BEESTON

AIDA — 25-ft. 5 Ton Spitzgatter Built in Denmark in 1936, Came to San Francisco in 1961. Present owner: Walter Knox.

CONGRATULATIONS AIDA And Crew
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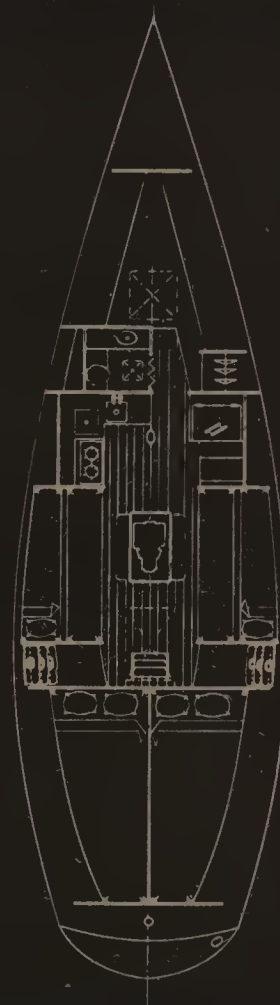
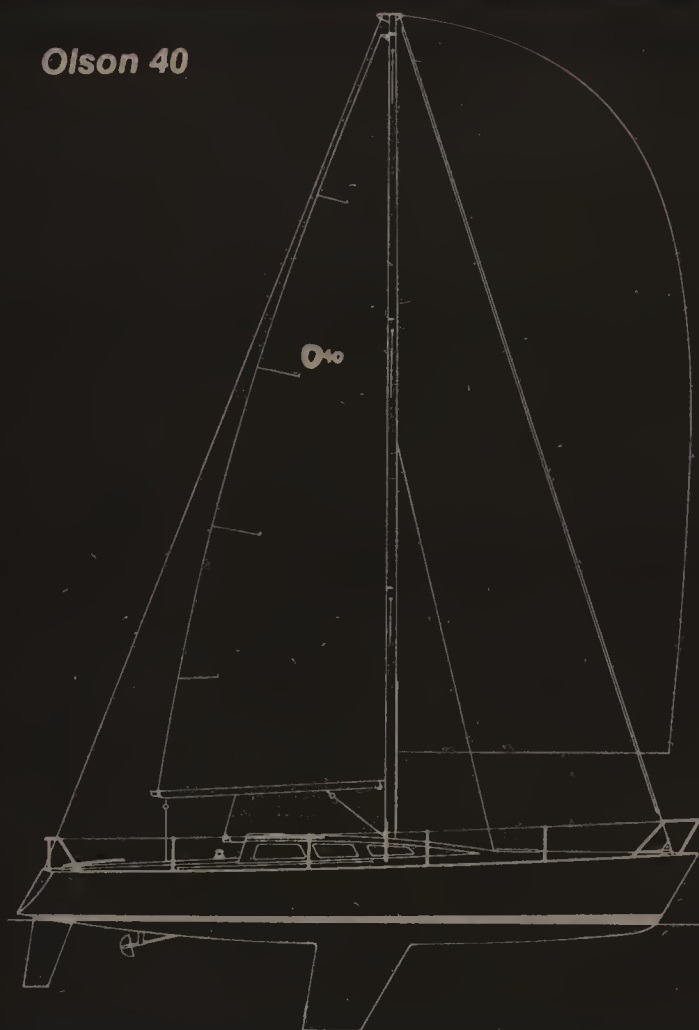
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We're the dealer for Moore 24, Express 27, and Olson 30. We handle Boston Whaler, Cal-boats, O'Day, Hobie-Cat and now the Hobie 33.

Olson 40



Congratulations to Scott Pine, new owner of Olson 40 #1, "Notorious"

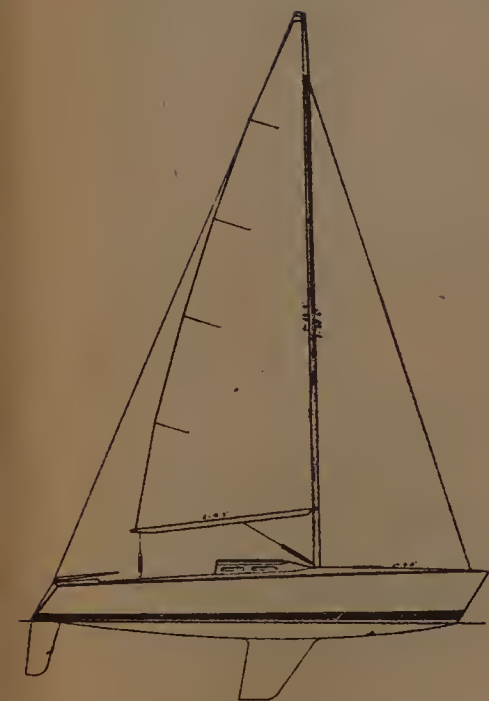
Available for Charter. Call for details.

Make an appointment to see this boat at our docks.

Better Hurry! Only one more hull available in time for 1983 trans-pac deadline.

Come down and see it soon!

Express



Hobie 33



Olson 30



Moore 24



SELECTED BROKERAGE:

Santana 20, 1979, \$8,000
 Wilderness 21, 1979, loaded, \$12,000
 Pearson 22, 1971, \$6,900
 Cal 2-24, 1971, Trlr., \$10,500
 Cal 25, 1979, diesel, \$24,950
 Shock, 1963, \$7,000
 Moore 24, 1980, Race-equipped, \$18,500
 O'Day 25, 1979, Traylor, \$14,500
 Santa Cruz 27, 1974, Perfect, \$19,900

Cal 2-27, 1976, Diesel, \$26,500
 Trintella 29, 1969, Bristol, \$33,500
 Olson 30, 3 from \$37,900
 Ranger 30, 1977, \$39,500
 Custom 30, ULDB, \$22,500
 Wilderness 30, 1979, Diesel, \$29,500
 Erickson 35, 1971, New Engine, \$46,600
 Swan 37, 1971, \$109,000
 Faralone Clipper, TransPac Winner, \$75,000
 Crocker 39, \$79,000

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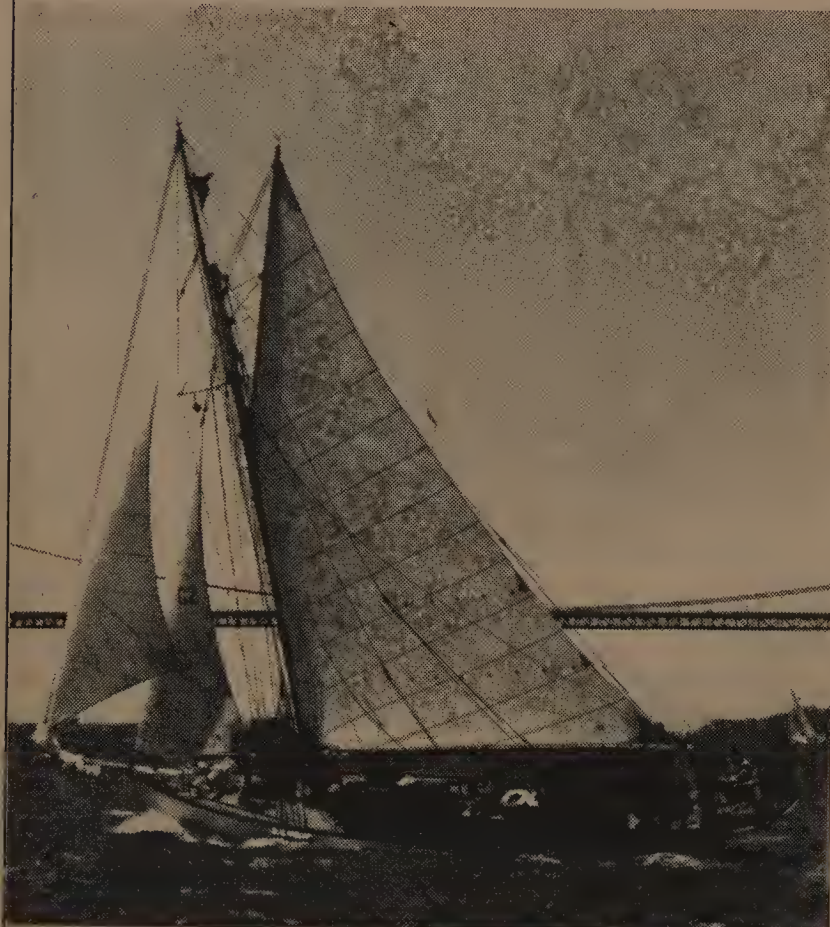


PHOTO: DIANE BEESTON

Anna Maria — 65' cutter built in England in 1911. Owned by Bill Jarvis and Dave Arrigoni.

When Bill and Dave found the *Anna Maria*, she was a semi-derelict, but they could see the beautiful yacht she had once been. After a survey revealed that her 32 ton teak hull was still sound, they decided to buy and restore her. When the time came for sails, they had neither sails or sail plan. Because quality and price were the major considerations, they chose us at C&G Marine/Lee Sails to out-fit her. We measured her, drew up a sail plan, and had the sails built by Lee Sails of Hong Kong. Bill and Dave were very pleased, and we were pleased to have been a part of their project.

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Vagabond 14, B/J 17
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'78 Peterson 34.....	65,000	'70 Sun Yacht 27.....	25,000
'72 Islander 30.....	32,500	MULTIHULLS	
'76 Clipper 30, 2 from.....	14,900	Prindle 16.....	3,175
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LETTERS

don't want to go 'national'.

☐ OPEN LETTER OF GRATITUDE

On the weekend of April 24, 1982, my wife, son and I were intending to sail to Drake's Bay. We approached the Golden Gate Bridge at dusk under a staysail and double-reefed main and then decided to wait until the following morning before continuing. After anchoring in Paradise Cove we noticed a strong diesel odor. A fuel line coupling had separated, and although we do carry spare parts and fittings we did not have the nipple necessary for solid connection.

The next morning we rowed up to Paradise Cay where we started asking anyone we saw for the fitting. We encountered people who were extremely friendly, who searched tool boxes, lockers, etc., but were unable to produce the fitting. Would you believe in this day and age two different people offered us the use of their automobiles to head for a parts store? Reluctantly, I did use a borrowed auto to obtain the needed \$.13 part.

The purpose of this letter is simply to thank those people whose names remain anonymous; and also to thank you for the excellent magazine.

Thank you and thank you

Bob Gibson
Grab A Change
Livermore

Bob — We're certain those folks will be glad to hear they're appreciated.

☐ FIND A NEED AND FILL IT

Rob Coleman, in his article "Let's Go And Do Something Crazy" [Volume 61], mentions studying a publication called the *Independent Yacht Survey* in his search for a cruising boat. Do you know who the publisher of this publication is? I am probably not the only reader of your fine magazine interested in locating this information source. Can you fill us in?

Ray Masnaghetti
Los Gatos

Ray — Sorry but we don't know who the publisher is, and Rob is too far away to hear if we were to yell and ask.

A bit of unsolicited advice: books and publications are good for a lot of things, evaluating boats — to our thinking — is not one of them. We suggest that you'd be better off with something living.

☐ YES OR NO

I am a long-time sailor and a short-time distributor of Retort packaged foods. I want everyone to know that these foods are the greatest thing since sex for sailing, and that there will be no more problems getting them. If you want 'em, I got 'em.

Right off the top, only your mother's cooking can beat these for taste — they are great! And why shouldn't they be? It's real, nutritious food with no additives or preservatives. No refrigeration is required to keep these goods a minimum of 2 years. Eight-year old packages have been eaten and were fine.

To prepare retort foods you simply drop the pouch in boiling water for 5 minutes and serve. No added water, no pots and pans to lose over the side. If you have to you could even skip the boiling water and pop it right into your mouth. Singlehanded or shorthanded scenarios come to mind where the convenience and nutrition of these foods could save your life. I confess that due to the economy of these foods (about \$2.00 per serving) and being lazy, I eat them all the time.

Their low profile allows you to stow a shitload of them onboard and never even know where they are. Yes, the packaging is tough

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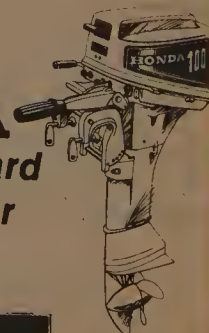
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LETTERS

stuff, unaffected by salt water.

Right now I can supply Sweet and Sour Pork, Chick Cacciatore, Salisbury Steak, Mani-Cottini, Beef Stew, and Chili con Carne. As of September 1, 1982 I will have Beef Stroganoff, Swiss Steak, Cabbage Rolls, and Chicken ala King.

I also have a full line of just-add-water bakery products (brownies, honey whole wheat bread, etc.), food bars, milk products, a coffee saver that cuts caffeine and the amount of coffee you use in half. I should also mention that I have a beer mix that you just add water to, and the longer you let it sit — the higher the alcohol content! My company continues to develop new products. Rice, potatoes, and other vegetables are almost ready.

Homer Jones
Kensington

Homer — Are we just suspicious or does this really sound like an advertisement?

□ SILVER EAGLE WITHDRAWAL

Should any 'stink' be raised with regard to the alleged first place finish of the Nonsuch 30 in the Silver Eagle Perpetual with regard to our alleged use of a blooper, I would like some of my thoughts to be made public to help in clearing up any possible confusion. Yes, we did sail with a blooper. We put it up on parts of three different legs of the course and found it to be effective on one of those legs — from the "Bird cage" to Marker #8. We found that we did increase our speed with the blooper up if we could sail directly downwind and keep near to course. The two other times we put it up, dead downwind was too far from our desired course, so we took it back down. Considering the total effectiveness of the blooper in the Silver Eagle, I estimate that we were aided by from five to seven minutes by its use. We probably would not have won the race without it, and finished third or fourth instead.

With regard to our finish position as reported to the competitors and in *Latitude 38*, I have had some discussions with Dennis Gruidl, the race chairman; and, after he told me that we were not rated with a blooper and that, no, we could not take a six seconds per mile penalty retroactively, I withdrew from the race. I would just like it to be clear that we made no attempt to deceive and to win the race by illegal means.

As much as I love the Nonsuch 30, and as much as I know it to be very respectably fast, I would not have dreamed that it would win an eighty-five mile race against the kinds of boats we competed with. We thought that some of the longer downwind legs would give us a chance to try the blooper out (they are common on "racing" Nonsuchs out east). We did not consider that we were not rated with it until after the finish and some of the competition mentioned it. You know, some of those other boats had as many as three sails up at one time; we didn't complain about that!

We did not enter the Silver Eagle with our one-sailed Nonsuch to try to obsolete or degrade any of the multi-sailed craft; rather, we went out there to have fun and to show anybody who might be watching that the Nonsuch is indeed "no dog", with or without a blooper.

Dave Vickland
Nonsuch 30

Editor's note: Richard Leute's *Espirit 37*, Rosy Option, is now the winner of the 1982 Silver Eagle Long Distance Race.

□ CATALINA PROTEST

In the August issue of your excellent publication, on pages 140 and 141, regarding Metropolitan YC's Oakland to Catalina race, you credited Axel Heyst with the first-to-finish and first on corrected-time.

Cruise-Easy™ with DeWitt Sails!

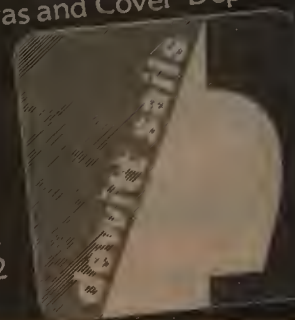
Our reputation for fast racing sails sometimes overshadows the fact we also make the finest cruising sails around.

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- 22' O'Day 6,900
- 23' San Clemente..... 6,500
- 23' Sea Sprite..... 11,900
- 23' Clipper 7,500
- 25' Cape Dory..... 15,500
- 26' Thunderbird..... 6,000

- 27' Ericson 2 from 21,000
- 27' CS 23,000
- 29' Columbia 8.7 33,000
- 30' Irwin Citation 45,000
- 31' Contest Offers
- 32' Marieholm 44,000
- 36' Islander 75,000
- 39' Crocker Ketch 80,000
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- 13' Craigcraft \$2,300

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Photo by Pat O'Daniels, Courtesy Bay & Delta Yachtsman.

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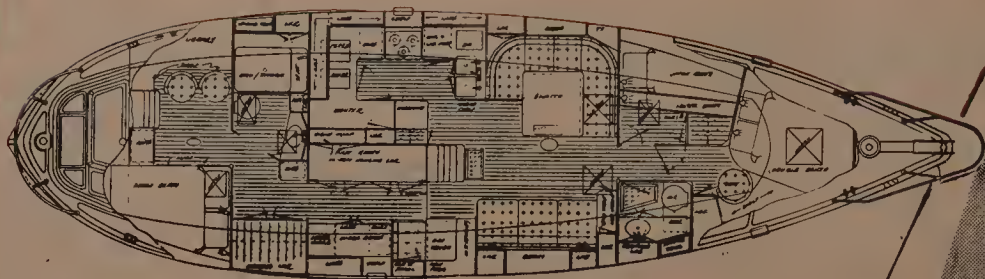


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Whether your priority is ultimate luxury or ultimate performance, the search for your ideal yacht is ending with the introduction of the new PASSPORT 51. Her relatively light hull achieves exceptional strength and stiffness through state-of-the-art hard layup techniques utilizing a sandwich construction of mat and Airex coring. The deck is cored with Baltacore balsa to increase structural

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Both a center cockpit and aft cockpit version are available, as well as a choice of cutter or ketch rig. You may choose from a number of standard interior layouts, or have the 51 customized to meet your particular needs and desires.



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AT OUR DOCKS PASSPORT 42

The lines that inspired the design of the Passport 51, the PASSPORT 42 is truly a no compromise bluewater cruiser. Lots of storage, comfortable berths, wide side decks, cutter rig, maneuverability, and speed all combine to give the 42 her keen ability to meet the challenges of life at sea.

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Dave Fenix
Peterson 55,
Winning the Long Beach
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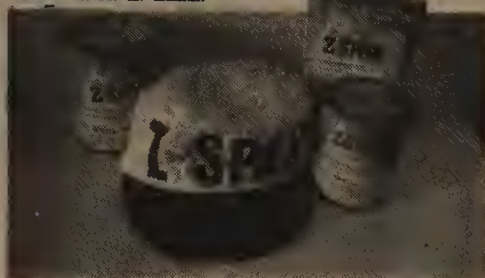
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3/8	.26/ft.	.15/ft.	.13/ft.	.12/ft.
7/16	.36/ft.	.22/ft.	.20/ft.	.18/ft.
1/2	.47/ft.	.27/ft.	.25/ft.	.23/ft.
5/8	.76/ft.	.45/ft.	.41/ft.	.37/ft.
3/4	.96/ft.	.58/ft.	.53/ft.	.48/ft.

Red, White & Blue

Size	List	50'-200'	200'-600'	600'-+
3/16	.21/ft.	.13/ft.	.12/ft.	.11/ft.
1/4	.32/ft.	.19/ft.	.18/ft.	.16/ft.
5/16	.43/ft.	.25/ft.	.23/ft.	.20/ft.
3/8	.57/ft.	.32/ft.	.29/ft.	.25/ft.
7/16	.74/ft.	.43/ft.	.37/ft.	.32/ft.
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LETTERS

As skipper of the yacht *Gypsy*, I subsequently protested the *Axel Heyst*'s violation of racing Rule 57 which says, in effect, that a yacht must finish a race with its original crew.

The protest committee, comprised of Diana Green, Jim Jessie, and Phil Seidler, ruled that I had violated the 24-hour rule in that I had not formally confronted the skipper of *Axel Heyst* and informed him of my intention to protest. The protest committee refused to hear my protest.

Taking that ruling as gospel — who would argue with a group like that? — I left the meeting being content to have taken a third on my first ocean race. Later, it was announced that the protest committee itself had filed against *Axel Heyst* and had given her a DSQ. This changed the race results to *Cohesion* 1st, *Gypsy* 2nd, *Windshadow* 3rd.

I enclose a letter sent to me by MYCO Vice Commodore, Ralph Tocci verifying this turn of events.

Thank you for your interest and for your most readable magazine.

Gary R. Dahl
Skipper, *Gypsy*

Gary — The July 26th protest hearing you spoke of took place after our deadline for the last issue. But right you are, Douglas Moorehouse's *CF-37*, *Cohesion*, becomes the winner of the race, with your *Islander 36*, *Gypsy*, in 2nd, and Ron Matt's *Cal 25*, *Windshadow*, collecting 3rd. Congratulations to all of you.

YANKEE COME HOME

In response to Tom Mason's query as to the whereabouts of the Yankee 30 mold — we are happy to relate that the mold is "alive and well" in the hands of Heritage Boatworks, Hood River, Oregon. We have just taken delivery of a Yankee 30 from their shop and find that Hal Seagraves and George Selfridge show great pride in their workmanship and have a lot of patience with clients' whims and idiosyncrasies. I'm sure they would be happy to accommodate Tom in the replacement of his damaged deck.

Claire and Norm Lemberg
Kingston, Wa.

Claire & Norm — You folks were among the group of people — including Pat Regan, Terry Pruden and George Selfridge — who wrote or called with the information. Anyone interested in the Yankee 26 or the Yankee 30 can get full information from George Selfridge of Heritage Books at (503) 386-1526.

A SUCCESS FOR SOME

I was on your Crew List in March 1981, and have just returned from more than 6,000 miles of bluewater adventures. The first couple thousand miles, from S.F. to Honolulu, were rather nightmarish. Twenty-three days of crew/skipper communication problems, compounded by the constant need to slow the boat down, because the skipper had promised to keep a buddy boat within sight — all the way across! It was my first ocean crossing and it was so awful, I couldn't help but learn a lot that would be useful later.

In Honolulu I signed on a 46-foot cutter rig headed for French Polynesia, and we did some superb diving during our stop at Christmas Island. Once in Tahiti, I left the *Capricorn*, owned by Michael and Linda Geilhufe, to cruise around the outer islands on a 57-ft. ketch, the *Enterprise*.

While we were at anchor off the Bora-Bora Yacht Club, the French Coast Guard paid us a visit, to check that our ship's papers and our visas were in order. Before they left our boat, they thanked us for being patient in answering their questions. An hour later, we watched them come motoring back towards us in their launch. We all sighed, "Now what?". To our surprise, they had gone back to their

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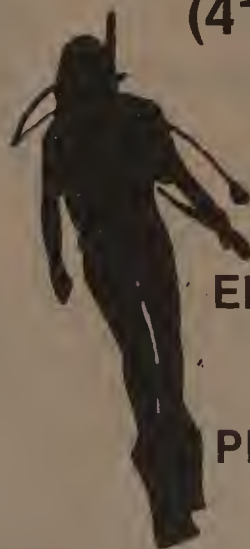
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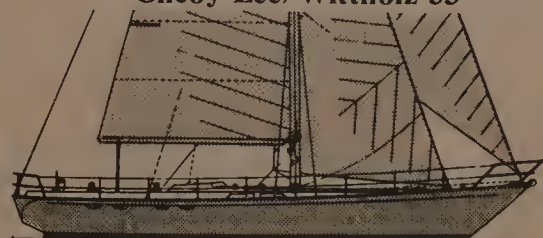
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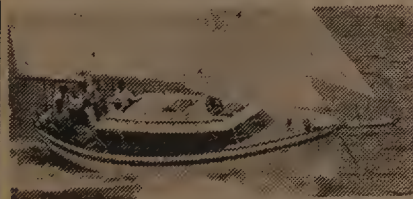
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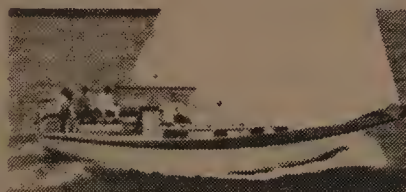
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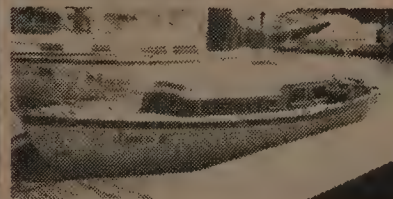
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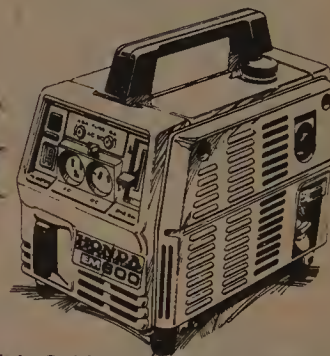
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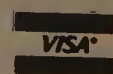
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LETTERS

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□ GROWING PLEASURES

Well, I guess we'll need to ask you to change our address again, effective immediately! Sorry but it's all happening!

Over the years we've watched you grow — as we've done, so, our urge to complete our dream has grown. Well, it's finally happened. We're now the proud owners of *Malia*, a Cheoy Lee (not "Choey") 36 Clipper Ketch. Note our new address at Port Sonoma.

We look forward to continuing our growth and hope yours continues to provide the bay area with the best sailing rag imaginable.

Thanks for the past; as well as the future!

Paul Aguilera-Crowther
Petaluma

□ VOLVO PUSHROD PROBLEMS

My Volvo 17c has broken two pushrods in as many years. In both instances it was the exhaust valve in the cylinder nearest the flywheel. No one, including Volvo, seems to have an adequate explanation as to why this happens.

I have talked with others and broken (or bent) pushrods seem to be a common problem with 3 cylinder Volvo diesels.

Anyone who has experienced this problem is welcome to write to me giving as many details as possible. I will assemble the data and pass it along to Volvo. I will also send it to *Latitude 38* for publication.

Matt Morehouse
149 Lakeside Dr.
Corte Madera, Ca. 94925

□ TIPS

Our Cheoy Lee 38 came with Pisces (Izusu) diesel. Being tired of paying outrageous prices for filters (fuel) we have found that a Baldwin BF-954 will replace the Stock 42085 (5-13240-023-0). Also the cost is \$4.46 list in Portland. We like to change all the filters on a regular basis, having been to Canada, Mexico, Hawaii and back last year. We thought your readers could use this info.

Phillip R. Myers
Scappoose, Or.

Phillip — Thanks for the great tip. It's been our experience that many American made filters fit foreign diesels and are much cheaper. Same goes for other parts, such as alternators. A Delco replacement for our Yanmar diesel costs less and puts out more juice.

□ MAN OF STEELE

I am writing you to thank you for taking the interest and time to talk with Jerry Desmond, Ward Cleaveland and myself to explore B.O.A.T.'s purpose and activities.

The article you wrote that appeared in the June issue of *Latitude 38* was very complimentary and gave a clear picture of what B.O.A.T. is all about. I have received many favorable comments both in person and through the mail.

Thanks again for your interest in B.O.A.T.

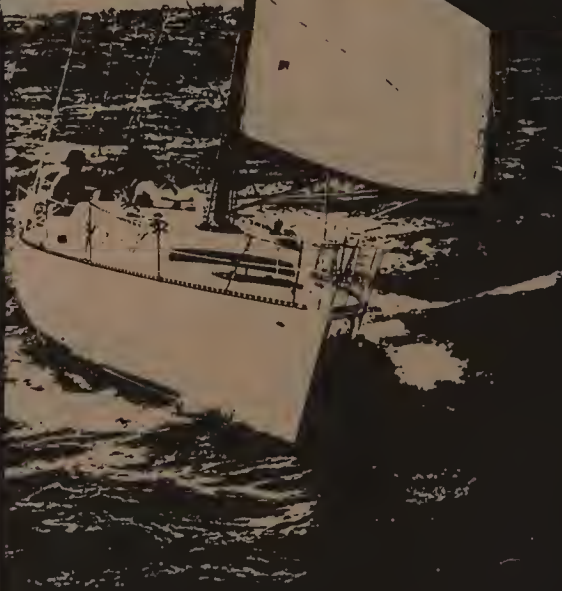
Joseph R. Steele
President B.O.A.T.

□ CREDIT WHERE CREDIT IS DUE

Read with interest your bit on Dave Fenix's Peterson 55 in the July *Latitude 38*.

The SUNTAN SPECIAL is a 52-foot Santa Cruz 50 Class racing sailboat based out of Santa Cruz Yacht Harbor. Designed by BILL LEE, she is similar to his TransPac record-holding yacht MERLIN. The SPECIAL is equipped with inboard diesel power, racing and cruising sails, Loran C and VHF radio. In addition there are overnight accommodations for 8, a stove with oven, and mechanical refrigeration. She has been licensed by the Coast Guard for up to 25 guests and is available either with a licensed skipper or on a bare boat basis.

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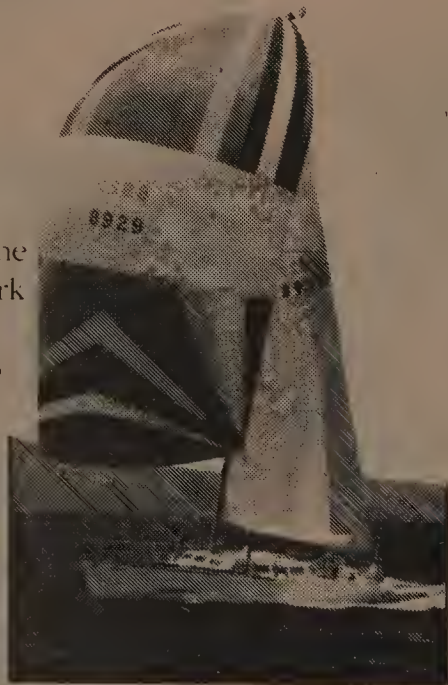


Razzle Dazzle—1st in class, 2nd overall 1982 SORC

Dan Newland, winner of the Single Handed Trans Pac, was quoted as saying, "The reasons I went to **HORIZON** were threefold. They have state-of-the-art technology for fractional rigs, instead of using the same design parameters as for mast-head rigs. Also, **HORIZON** has the best cloth connection, which guarantees a fast sail will stay fast longer and in a broader range of conditions. Most important was the service. If the people won't work with you, what's the point? They made me feel like they were glad to work with me. They even helped design parts of the rig. Thanks for all the help in making Pegasus a winning boat."



Pegasus—undefeated



Chasch Mer—1st to finish, 2nd overall Borias Race



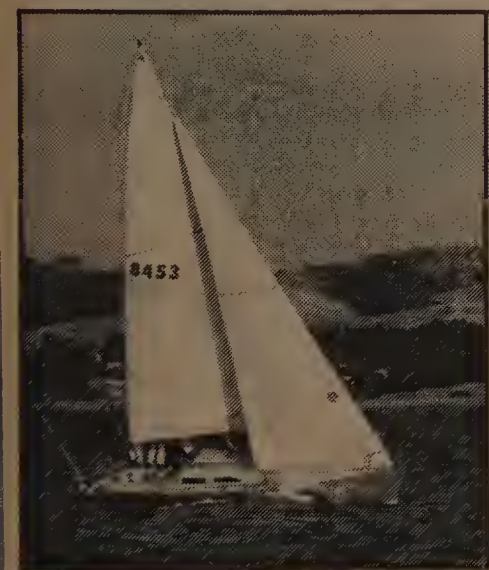
Bravura—Too many wins to list

Horizon's Technology

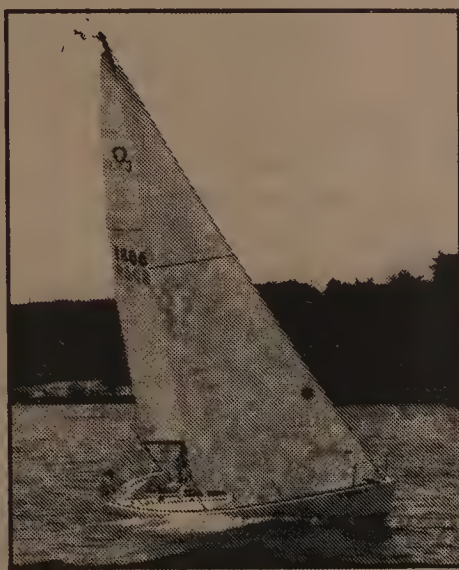
Which includes Dr. Milgram's sail design program, the original three dimensional design system.

The velocity performance prediction, that accurately gives the sailing characteristics of each boat.

And Dr. Milgram's new "Shape Optimization Program," which enables us to design for you the fastest shape possible.



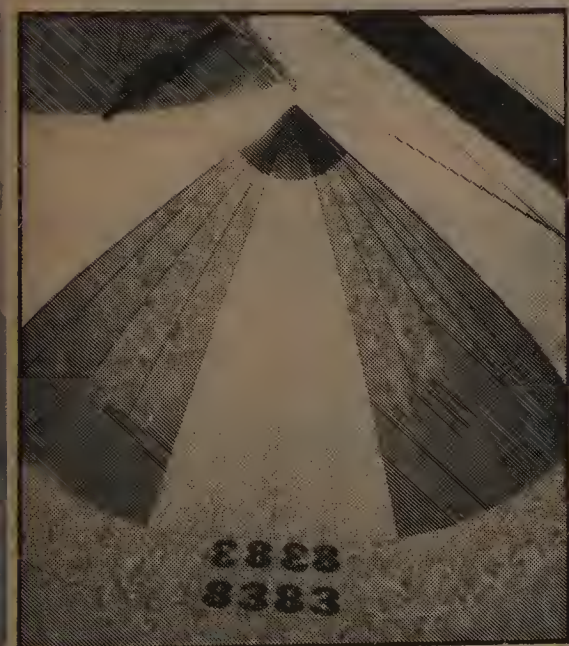
Caliente—1st to finish Silver Eagle Race



Dirty Thirty—1st to finish MORA long distance race



UX B—2nd to finish MORA long distance race



Collage—2nd overall 1982 Single Handed Transpac

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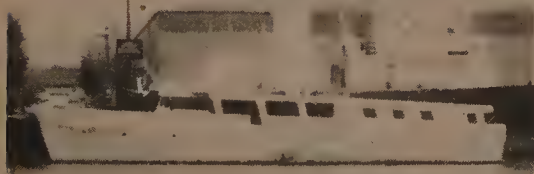
The Lancer 43 is a development of the highly successful, Herb David-designed, Lancer 44 which won the City of Newport Beach Perpetual Trophy for first in class in the 1980 Newport to Ensenada, Mexico International Yacht Race, finishing ahead of more than 350 boats, on a boat for boat basis, ranging in sizes up to 90 feet.

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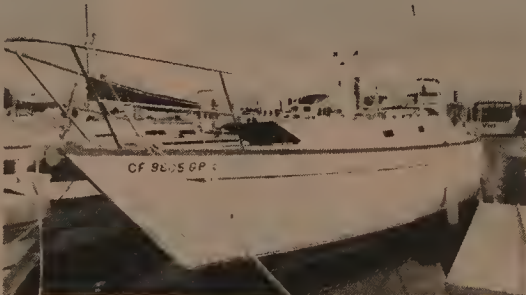
SELECTED BROKERAGE



104' Stephens. Best value on the S.F. Bay. 4 guest cabins, main cabin and bar/salon. True yachting elegance at a price below the cost of materials alone. Call now, this listing won't last a week.
Unbelievably priced at **\$135,000**



Custom 56' World Cruiser. This stoutly built ketch has inside and outside steering, windvane, liferaft, etc., and just arrived from an 18-day passage from Hawaii!
\$89,000/offers



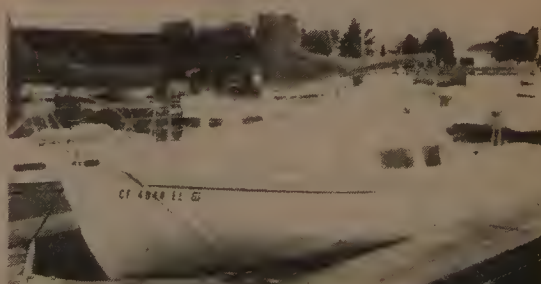
This is one of the nicest Cal 39's on the West Coast. Completely equipped and ready to go. Owner wants to sell and will finance.
\$88,000



Westsail 42. This yacht is equipped to sail the world in safety and comfort. All navigation aids and spares for a quick getaway.
A steal at **\$135,000**



Ranger 23. Very competitive class, ideal for the S.F. Bay. Very clean.
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Coronado 25. Perfect family cruiser. Equipped for full enjoyment.
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20 Cal, 1966, OB	5,200	2-27 Cal, 1977, gas	32,500
22 Santana, 1970, OB	5,500	29 Islander, 1966, gas	22,000
22 Santana, 1968, OB	6,000	29 Lancer, 1981, diesel	34,000
23 Ranger, 1976, OB	14,000	29 Cal, 1972, gas	27,500
24 Venture, 1972, OB	7,500	29 Cal, 1974, gas	29,950
24 San Juan, 1974, OB	14,300	30 S 292, 1978, diesel	41,500
2-25 Cal, 1978, diesel	24,000	30 Islander, 1971, gas	31,500
25 Coronado, 1967, OB	8,500	30 Rawson, 1964, gas	25,000
25 Lancer, 1980, OB	16,000	30 Bristol, 1976, gas	34,850
25 Samouri, 1975, OB	11,000	30 Cal, 1976, gas	26,000
26 Ranger, 1970, OB	14,500	31 Cal, 1978, diesel	54,900
26 Excalibur, OB	10,500	32 Challenger, 1974, diesel	44,000
26 Monterey, 1925, OB	7,500	32 Westsail, 1975, diesel	60,000
25 Dawson, 1975, gas	20,000	33 Chris Craft Cabin Cruiser, 1958	19,500

2-34 Cal, 1976, diesel	45,000
34 Cal, 1968, gas	35,000
34 Peterson, 1978, diesel	65,000
35 Ericson, 1974, gas	44,900
35 Ericson, 1969, gas	44,900
35 Alberg, 1965, gas	35,000
36 Custom Mull, 1973, diesel	49,000
37 Rafiki, 1977, diesel	84,500
38 Morgan, 1977, diesel	94,000
38 Morgan, 1978, diesel	87,500
38 Downeast, 1976, diesel	75,000
39 Cal Corinthian, 1978, diesel	98,500
39 Cal, 1978, diesel	
40 Challenger, 1974, diesel	
41 Formosa Ketch, 1974, diesel	

45,000	41 Trawler, 1979, diesel	89,000
35,000	41 C7 Ketch, 1971, diesel	72,500
65,000	42 Yankee Clipper, 1973, diesel	69,500
44,900	42 Spencer, 1966, diesel	85,000
44,900	44 Peterson, 1976, diesel	125,000
35,000	44 Gulfstar Power, 1979, tw diesel	179,000
49,000	45 Trawler, 1979, tw diesel	149,000
84,500	47 Custom Ketch, 1977, diesel	179,000
94,000	50 Gulfstar, 1979, diesel	220,000
87,500	53 Spencer Ketch, 1979, diesel	275,000
75,000	105 Twin Screw Diesel, 1942	135,000
98,500	25 Merit, 1981, OB	21,500
	Power	
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LETTERS

Perhaps it was an oversight, but I'm sure there's a bit of California dreamer in all of you. You mentioned the 9-pound, 6" diameter wheel and all the rest of the accolades such a boat is worthy of, but you neglected to mention the fact that the rocket was built in Newport, R.I. by New Englanders.

Most of the folks who work at Newport Offshore Ltd. and built *Bullfrog* won't be reading *Latitude 38*. But I'm sure they would appreciate it if you would give them a mention.

Merrick Pratt, Jr.
Newport, Rhode Island

Merrick — Our apologies for kicking back and daydreaming about California girls when we should have been concentrating on the Bullfrog story. To set the record straight, she was indeed built by New Englanders, and is as lovely as she is fast. Local folks will have a terrific opportunity to eyeball her both at the dock and in action during this month's St. Francis Big Boat Series.

But about that 9-pound wheel; hope no more of those spokes separate from the hub. Should give you New Englanders something to think about during your nine months of winter.

□THERE'S NO TIME LIKE THE PRESENT

Your "Delta Guide" in the July issue of *Latitude 38* was certainly timely, at least for my wife and myself. We picked up a copy as we departed for Stockton for the annual Classic Yacht Association rendezvous and parade aboard *Fantasea*, a 1925 Matthews 38 power cruiser.

Further recommendations and kudos are to be given, however, to the New Mecca Cafe in Pittsburg recommended in your article. We went there on the way back to the City, met "Phyllis", a great waitress, left a copy of *Latitude 38*, and Phyllis liked it so much she drove us all over town, including to the Prima Donna bakery a mile or two off the waterfront.

By this letter I give thanks to *Latitude 38* for their recommendation, and a special thanks to Phyllis at the New Mecca Cafe. Apparently you know the address, so why don't you send Phyllis a copy of next month's issue direct from the factory, so to speak.

Robert G. Partridge
Alameda

□THOUGHTS ON MY THOUGHTS

This letter, albeit a rare one, is just to tell you that I think you do an extraordinary good job with your *Latitude 38* as editor & publisher and, probably, floor sweeper, etc.

When you told me about a letter from Washington from a "nice person" that said I was a "jerk" and "an embarrassment to multihullers everywhere" I initially thought you were joking. When I read his derogatory comments I decided to call him and try to find out what had raised his hackles and ire. He first responded that he didn't know which letter it was — he had also written *Pacific Skipper* about something — and then . . . didn't remember why he had written your magazine. Seems he is an older gentleman with a poor memory who likes to write magazines.

Anyway, he finally said he didn't like my treatment of Art Piver. I told him that I had told you and the fact the interview was about racing and that Art Piver was one of my cherished friends before he died. I also mentioned my sailing around the world in one of his tris etc. And, if he is man enough I may even get an apology from him down the road because I do not consider myself a "jerk" or an "embarrassment to multihullers everywhere".

Finally, and the real reason for this letter is that I want to say thank you for putting my "Ding-a-ling-aling" telephone comments in the reply to Mr. G. Hewitt from Wash. That really helped offset his not so kind comments, and I am very appreciative that you took the time to

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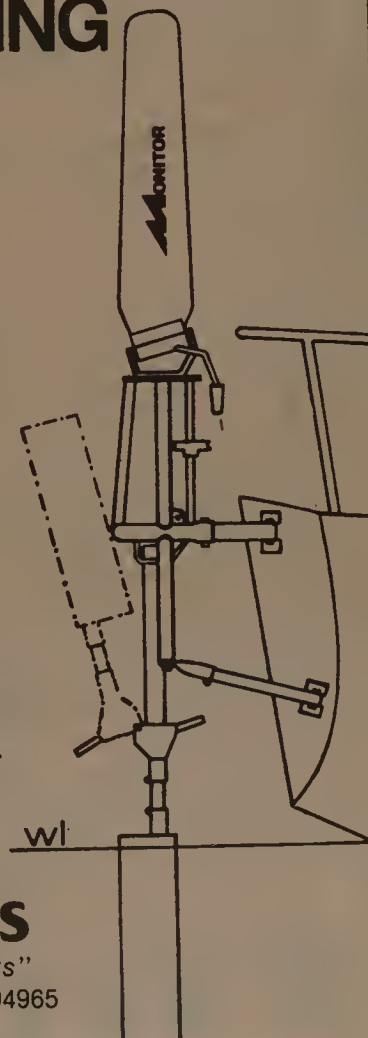
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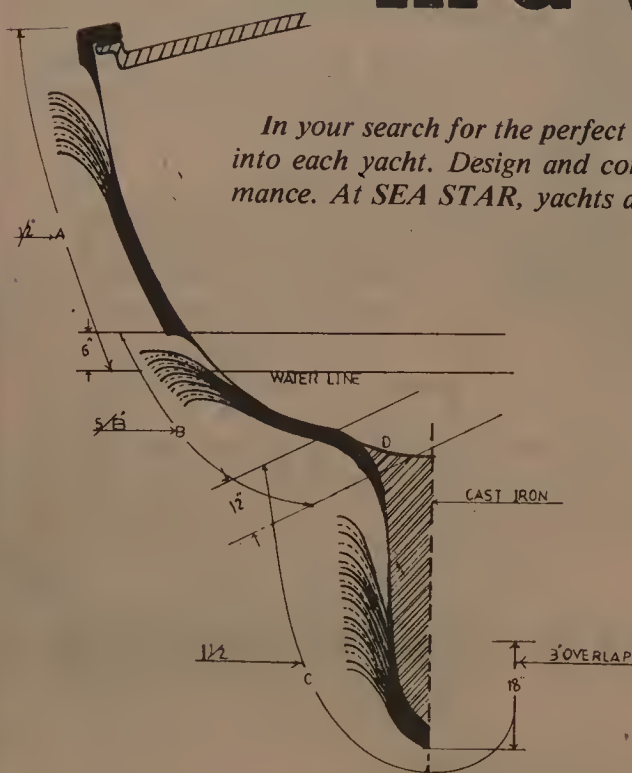
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LETTERS

put them in.

Michael Kane
Newport Beach

Michael — Before the subject is forever closed, you might be interested in some comments from fellow TransPac'er Jack van Ommen. (Say Michael, how is it the highly touted catamaran Double Bullet got its clock cleaned by the monohull Drifter in the Marina del Rey-San Diego Race. Is it true you gave it the kiss of death in the interview?)

□ DEAR MICHAEL

Upon returning this week from the Singlehanded TransPac, I read your July Latitude 38 interview on multihulls.

What was Latitude 38 serving you? Since most Frogs are just as ignorant of the Anglo world as we are of theirs, your challenge to Elf Aquitaine may go unnoticed.

But I happen to be sailing a Naja, one of Langevin's oeuvres d'art and know him personally.

So, I hope you don't mind me passing on your "Defi Americain" to Paris.

The Europeans would jump at your challenge. A reverse of the 12 Meter N.Y.Y.C. locked in victory. You would also need to find a yard like Allumat in St. Nazaire that has the aluminum alloy fabricating expertise for the 78-ft. size you are contemplating.

Elf Aquitaine is not a champagne vintner. I use their 20 weight in my Renault diesel. Don't let them pour it over your head, or worse, drink it. It will make you run for ever.

I am blaming your contemptuous remarks on your interviewer. Laura tells me you are a charming gentleman. I regret that I did not make it to the Sandgroper in time to see more of you than the five minute skipper meeting.

Jack van Ommen
Skipper of Naja

Jack — The interviewer takes absolutely no responsibility for contemptuous remarks made about Elf Aquitaine which we described as having to be "really hot".

□ SOMETHING NEW

As we had expected, as soon as someone started writing facts, not just emotions about hurricane Isaac which wreaked havoc in Neiafu, we learned something new.

Thank you crew of Elysium for describing your ground tackle and what you found the next day. If your trip line had not been pulled up by another boat dragging past you during the height of the storm, there is a chance that you would have been one of the lucky ones. Now we will think twice before setting a bouyed trip line in a crowded anchorage when there is a chance of a blow. That bouy might make getting our anchor up after the blow a bit easier but if definitely does make our anchor more vulnerable.

Good luck to both of you and hope you are out sailing soon.

Lin & Larry Pardey
Black Star Rance
Lake Elsinore

□ B, B, & VC

I am moved by Peter Spectre's recent affectionate blasphemies on your magazine ("Bizarre . . . baroque . . . very California . . .") to write for information on how I might subscribe.

We've received several letters like Wayne's referring to our magazine as "Bizarre, baroque", and so forth, but had no idea what it was all about. No idea until someone pointed out that WoodenBoat magazine had done a review of Latitude 38 in their July/August



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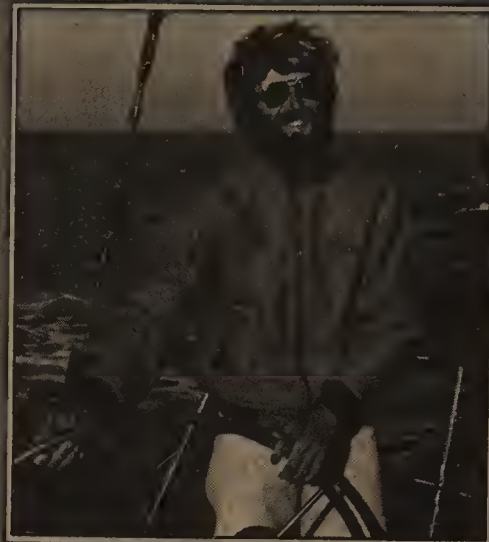
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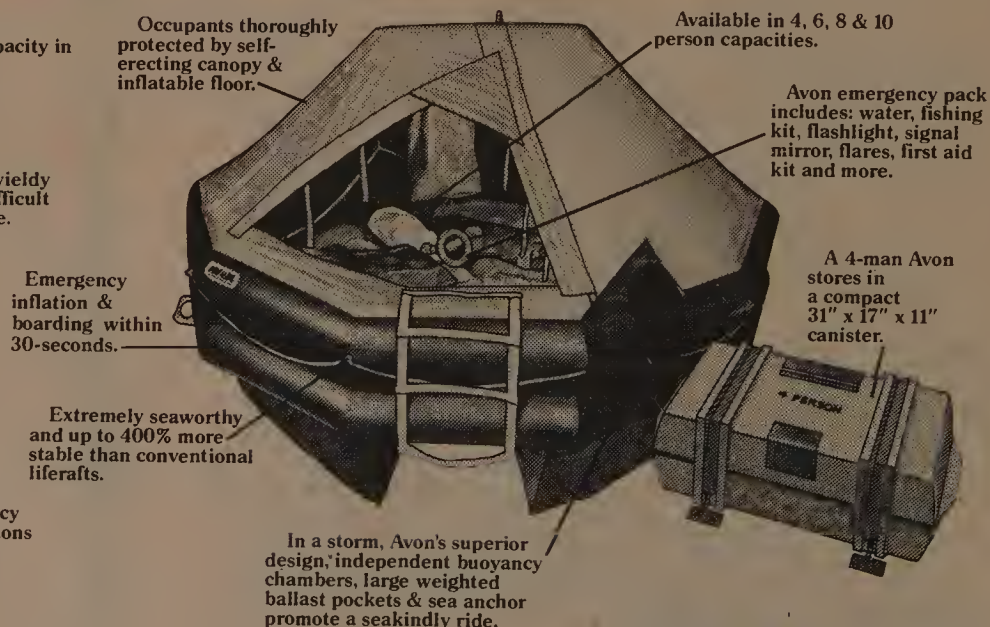
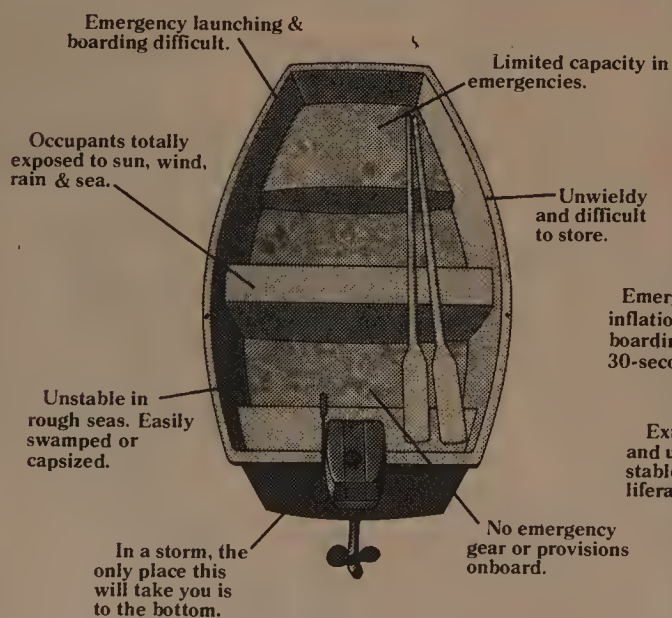
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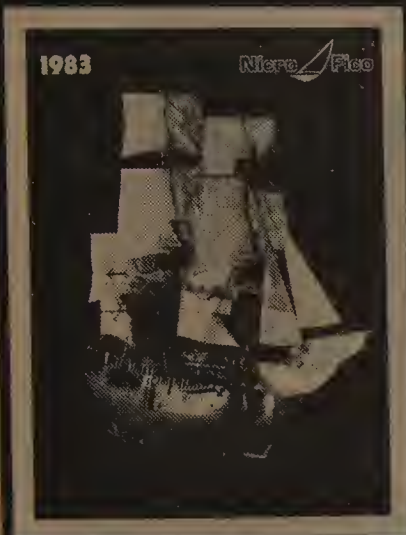
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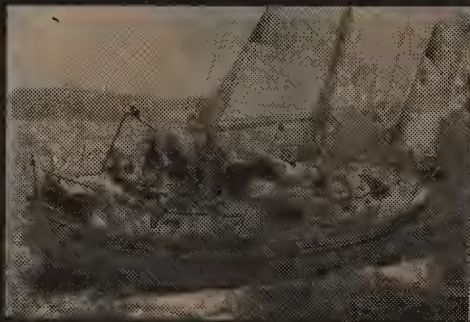


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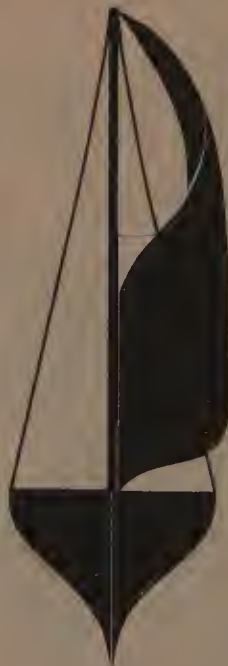
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LETTERS

issue. It reads as follows:

"I think I may have said it before, but I'll say it again — if you haven't been reading *Latitude 38*, then you haven't been reading the right stuff (*WB* excepted). The production is bizarre, the editing is baroque, the writing is very California (he notes with a hint of northern New England superciliousness), but the magazine is one of the best things to come along in years. Trend-setting, I expect. (My boss let me write this but asked politely that I remind you to continue to remember where your allegiance lies)."

*We're very flattered to get such a nice review from such a fine magazine. Although *WoodenBoat* and *Latitude 38* may be as far apart in tone as *California* and *New England*, we both seem to agree that specialized publications are the only satisfactory attempt to cover the incredibly diverse world of boating.*

□ MOITESSIER'S FAN LETTER NO. 2

Thank you for printing Bernard Moitessier's letter mentioning his one-day navigation class. I spent yesterday aboard the *Joshua*, with a handful of other people. In seven relaxed hours, Bernard somehow cuts through the complication and mystery and passed to us simple, useable skills of navigation by the sun and stars that, with practice, will give us a good position at sea.

If any of your readers have ever wanted to "someday" learn the art of navigation by sextant and have put it off, this might be an extraordinary opportunity for them. It sounded to me like Bernard is going south somewhere this fall, so there might not be much time left.

For those who go, take a good notebook, something you could keep on your boat for good. A well-bound blank paged log or notebook would be ideal. Bernard showed us his, the one he began with 20 years ago, with all of the notes he made then, when the beginning elements of navigation were handed down to him, and all of the notes since, including comments on *Joshua's* haul out last month. He insists on good notes being taken that will last his students long!

Bernard has an answering service in Sausalito as there is no phone on *Joshua*.

Chuck St. John
Mill Valley

□ MOITESSIER'S FAN LETTER NO. 3

Just wanted to thank you and let you know that your mag has helped prepare one (more?) couple for cruising. The sailing bug bit us a couple of years back and we are now frantically trying to cram 3 years of preparation into 3 months. Being new to sailing, we didn't know where to turn for help in developing the skills necessary for such an adventure, to say nothing of getting the boat ready. *Lat 38* and its advertisers came through for us.

Save for one unhappy experience, all of the people we have contacted from the pages of *Lat 38* have been helpful, honest and delivered what they promised. This was especially the case with Bernard Moitessier's course in celestial navigation. We just didn't believe that anyone could teach us to navigate by the stars in one day. We had gathered books, charts and all manner of sight reduction tables and slept with them under our pillows in hopes that all would be revealed in our dreams. Alas, no such luck, but Mr. Moitessier's course was almost as easy.

We started at 9 a.m. and by 11 we had not only learned how to use a sextant and take an accurate sight, but the mysteries of meridian passage were child's play. By mid-afternoon we knew how to identify stars as well as shoot them. That same evening we attempted to use the skills learned, and sure enough, there were Altair, Arcturus and Vega — just where H0249 said they would be. Mr. Moitessier really isn't kidding when he says he can do it in one day.

As we begin to find room aboard for all the gear, food, clothes, etc. necessary for our cruise (Mediterranean via the Panama Canal),

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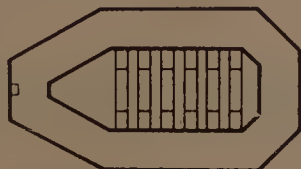
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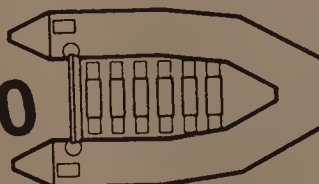
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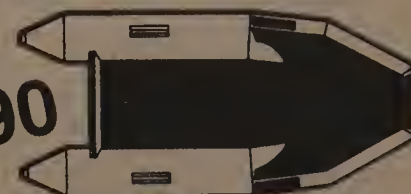
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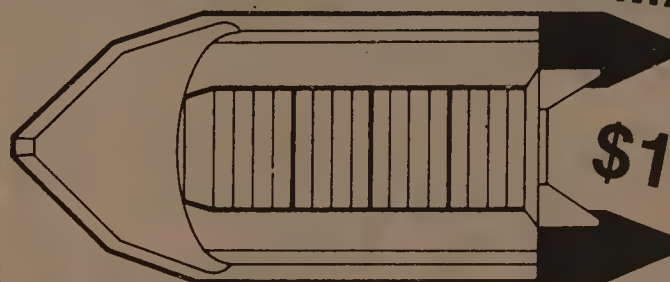
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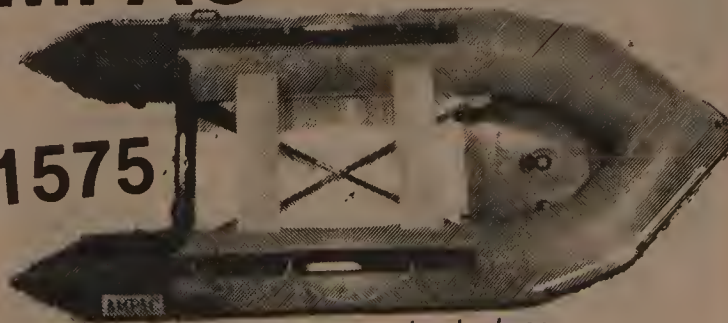


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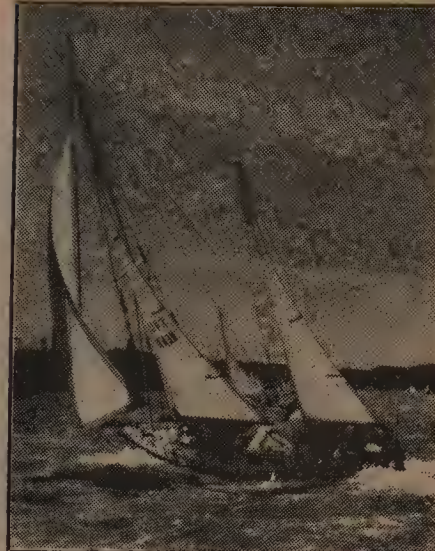
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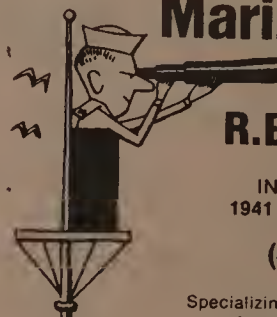
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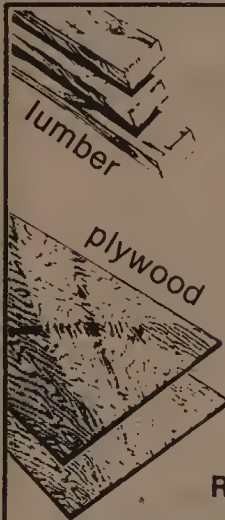
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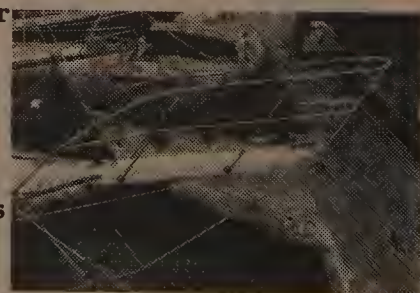
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LETTERS

we have reserved space for our back issues of *Lat 38* which will be shared with the deprived in distant ports.

Heading south in September,
Don Jobert & Susan Selman
Manana Express

Don & Susan — Bernard doesn't give all you people a 'discount' on his class to write these letters, does he?

□IT'S NOT ALWAYS ENFORCED, BUT IT IS THE RULE

Gee, fellas, it's one thing to be penalized even though the protestor withdrew the protest, but to have the local press suggest that *Swiftsure* and *Zamazaan* "traded places almost daily" [*Latitude 38*, August 1982] in the Kauai Yacht Race is adding insult to injury.

The daily IOR positions for the race as calculated by Ballena Bay Yacht Club were as follows:

DATE	ZAMAZAAN	SWIFTSURE
July 5	176-miles out	174 miles out
6	2	6
7	1	4
8	5	3
9	1	3
10	1	3
11	1	2
12	2	1
13	1	2
14	1	2
15	1	2
16	1	2

Total # of Days in First Place:	8	1
------------------------------------	---	---

Need more be said? Yes! On July 11, *Zamazaan* was first over-all as well. *Magic Too* was first on the 6th, *Mariko* on the 8th, when *Zamazaan* made its move to the South. There were no positions on July 5.

Since Mr. Kamen was with the *Swiftsure* crewman who was the sole witness against *Zamazaan* in the protest, I rather suspect that Mr. Kamen's enthusiasm was again carrying him away when he said "nobody wants to see a right of way violation go unpenalized." Perhaps, since *Great Fun* withdrew the protest, and one person testified against *Zamazaan* in the hearing, it is merely Mr. Kamen and his colleague from *Swiftsure* who felt that way.

I trust Mr. Kamen was not as loose with the facts and the rules in the hearing room as he was in *Latitude 38*. If you will straighten Mr. Kamen out, I'll see to it that *Zamazaan* gets a new Department of Press Information and Public Relations.

Stafford Keegin
Sausalito

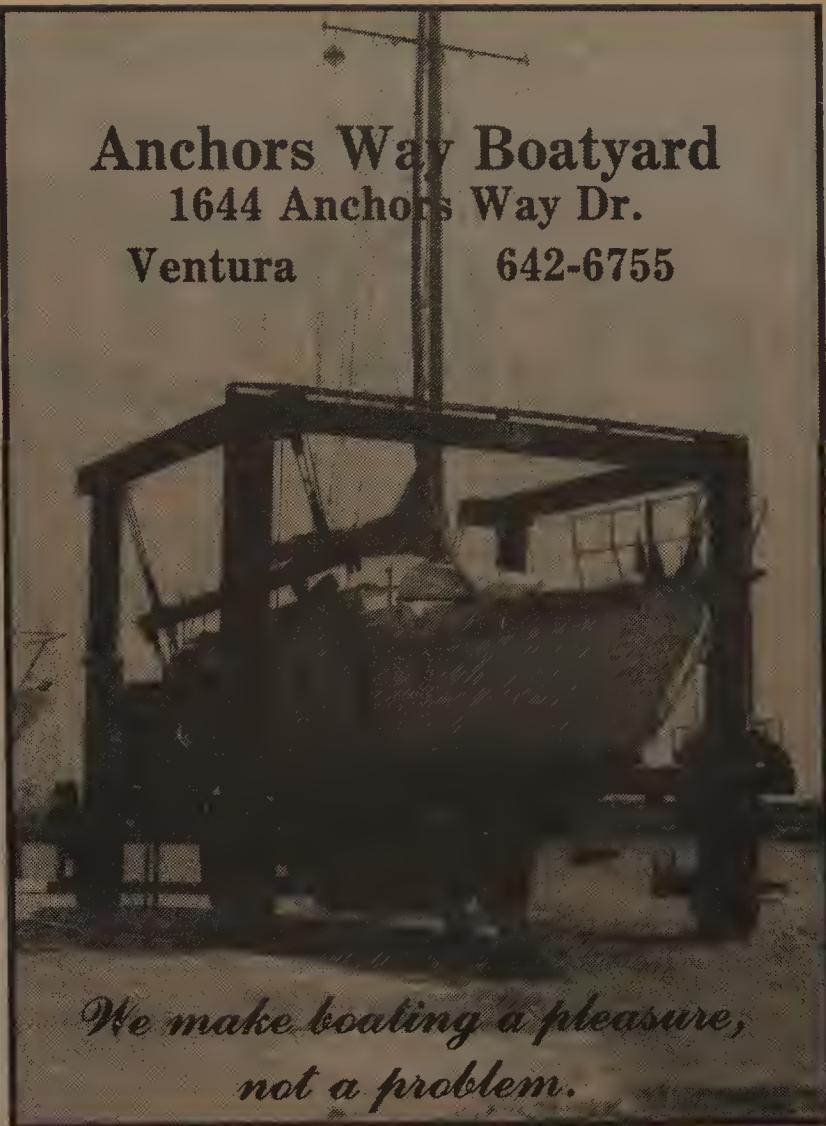
Stafford — We'll gladly "straighten out" our correspondent in regard to the inaccuracy of his claiming that *Zamazaan* and *Swiftsure* "traded places almost daily" if you'll kindly take the time to get it straight that once a protest has been filed it cannot be withdrawn. By ignoring this fact — which you did twice in your letter — you almost make it seem as though *Zamazaan* ran afoul of *Latitude 38*'s reporter rather than the racing rules — and *Great Fun*, according to the findings of the race committee.

Losing a 2,000-mile *TransPac* because of a needless infraction near the start is a bitter pill to swallow, as *Windward Passage* discovered in 1969. They bounced back to set a course record the next time out; we hope *Zamazaan* returns with equal success.

□DRINK FOR YOUR HEALTH

I was recently (about 10 weeks back) involved in the rescue at sea of two people on the sailboat *Faith*. I'm K7EXJ and was recuperating

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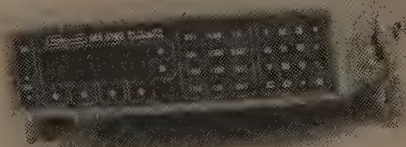
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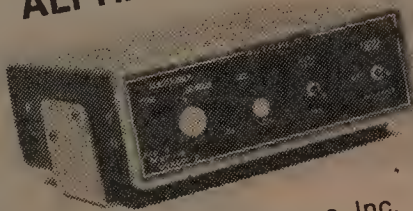
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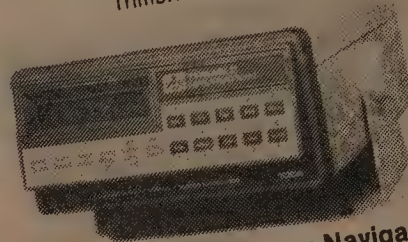
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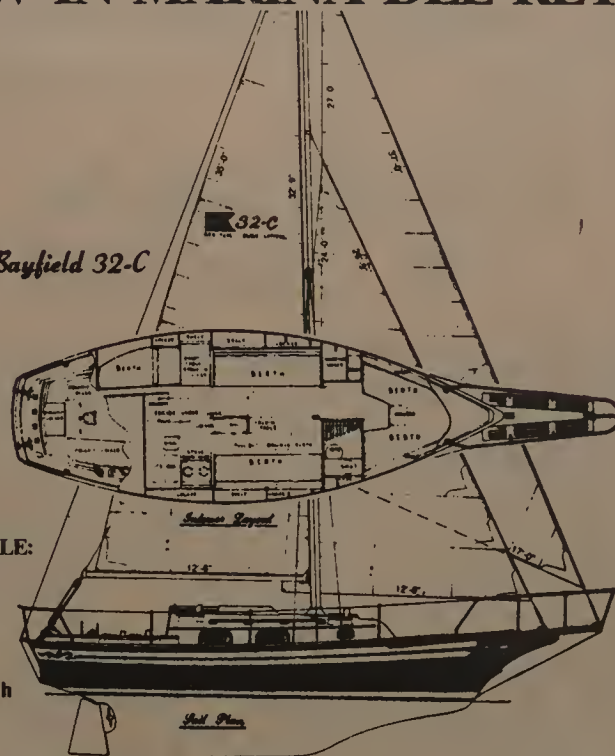
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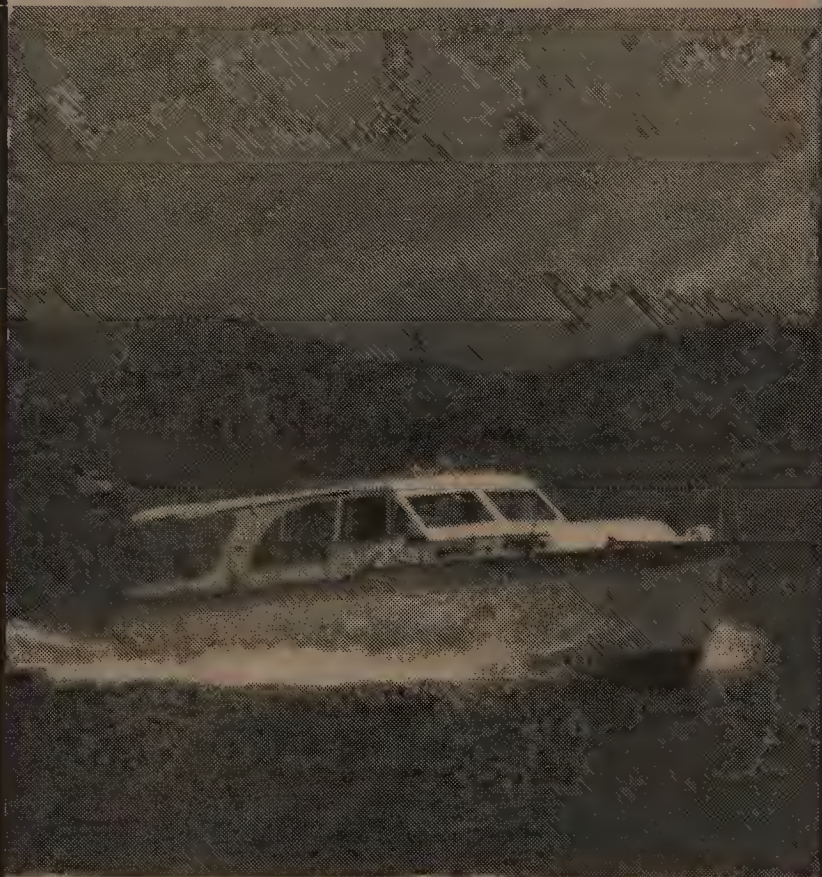
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**HENRI-
LLOYD**

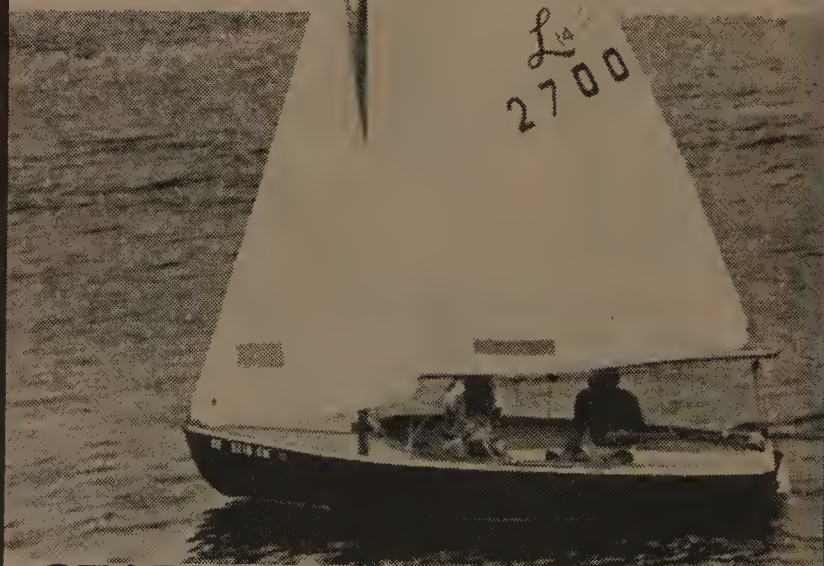
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LETTERS

onboard *Kibitka* from the flu (otherwise known as the Cabo Crud) when I became involved in this rescue. A brief precis of the rescue is as follows: The captain of the *Faith* and his wife (both experienced cruisers) left Acapulco enroute to the Marquesas. Sometime in the next two weeks about half of their water supply went bad. A little later they found themselves losing sleep due to large swells and squalls, they felt bad and turned around to go back to L.A.

When I heard them on ham radio they were talking about "breaking up" to some shore stations and, since there didn't seem to be any cruisers involved, I called them in hopes of helping them find the trouble. It turned out that their boat was not breaking up, but that they thought they were. I tried to build them up and get them headed to Hawaii (easier sailing from their location than to L.A.) while another ham tried to locate a tuna clipper in the area on 21425 (tuna clipper freq.) To make a long story short, the *Mar de Sur* picked up the *Faith* crew the next day. The *Faith* was scuttled by her captain before he left her.

During those two days those of us involved wracked our brains for some reason for the problems of the crew of the *Faith*. They had complained of a "salty taste" in their mouths, and were having trouble taking food and liquids. We suspected dehydration and constantly exhorted them to drink the fluid from the cans of fruits they had aboard (they had plenty of food aboard, and about 40 gallons of water — though that was suspect). We also suspected typhoid because they had been in Manzanillo at Las Hadas and four cases of typhoid had been reported on two yachts that had sailed from there recently.

I haven't heard from the crew of the *Faith*, but I believe their problem was dehydration caused by the fact that they were afraid of their water supply. They both became physically and mentally exhausted. All of this caused them to call for help on the ham bands and, eventually, to their rescue and loss of their boat. The captain of the tuna clipper, *Mar de Sur*, told his company that he didn't think the crew of the *Faith* would have lasted another day at sea on a boat with sufficient water and food.

I think that the moral of this tragic story is that it could happen to anyone, even the macho types who have sailed thousands of miles. Once the depression sets in and the dehydration gets advanced enough for mental aberrations to set in, the problem may be virtually irreversible except for outside intervention.

I hope to do an article on the effects of dehydration from the standpoint of the cruiser and, of course, I'll send it to you if I do.

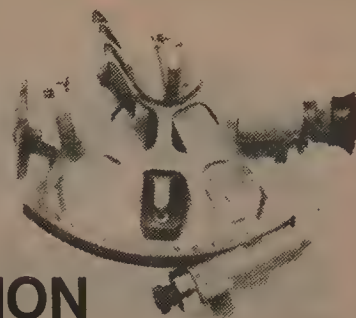
A further note on the *Sinderella* that had been reported in Cabo. My wife, Sue (KA7ENF), saw the *Sinderella* anchored in Cabo's inner harbor the night before the report reached the Baja net and was sharp enough to connect the two when the report came over the radio. But I doubt that we could have recovered the vessel even if the USCG and Harbor Patrol of San Diego had not lost all their relevant information, since the boat had left Cabo's harbor some 8 hours before the report was received over the net. I did question some of those who arrived that day from Manzanillo and they all reported seeing no vessel headed towards the mainland Mexico during the night. It obviously had turned to head towards Hawaii.

Many thanks for the fine publication. By stealing from our friends we've managed to see every issue except the May edition. *Kibitka* is now tied to a dock in the San Carlos, Sonora marina (near Guaymas). We left one solar panel on deck and a light on below. Hopefully, this will all be okay until we return in the fall.

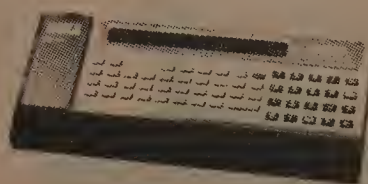
Finally, for anyone planning on cruising next year, get your ham license now. Believe me, it's easier now than trying to get it later. It is also important to have your license since most nets are now computerized and will not accept check-ins from bandits (unlicensed or fake stations).

Craig R. Jungers
Marysville, WA

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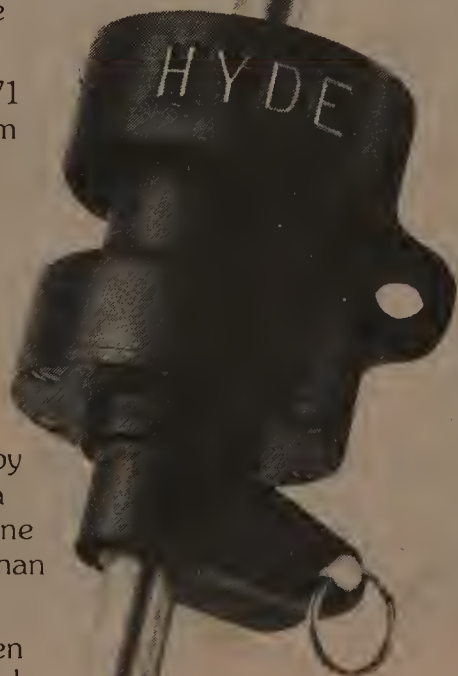
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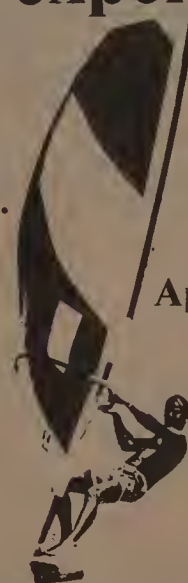
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LETTERS

□ARE THE REASONS EVER RIGHT?

Hey, I really object to the Burwell Taylor, M.D., Ph.D., bananas. The spirit of adventure of American women *definitely exists*. The cruising crew list women that I have met are eminently capable, truly sincere, and ready to round the Horn or cruise a coast (or cross a plain) *when . . . the reasons are right*. I don't think there is much chance that any one of them would be ready to leave town on the strength of a phone call or a two-hour lunch. How could Burwell expect such a thing? Sure he said I could fly down at my own expense and "check it out", but what kind of an offer is that? How serious is he? Sounds to me like the "concubine" idea is about right, but I hated the fact that you mentioned it.

Mercedes See
San Rafael

Mercedes — It seems to us that Burwell — whoever the heck he is — demonstrated just "how serious" he was by plunking down probably \$75,000 for his boat and actually sailing to Mexico. As such, we certainly don't think it's unreasonable for him to ask you to risk a mere \$250 to fly to Mexico and check it out. Nothing ventured, nothing gained.

And at least once you get on a boat you're 'in the system' so to speak. Christine Capra's first cruise (see earlier letter) didn't work out too well, but it was the springboard to two more. We'd imagine she has just about all the cruising contacts she needs now.

And if someone really wants to go cruising, it usually doesn't take much more than a phone call or a two-hour lunch. We can remember the first opportunity we ever got to sail on the ocean. A friend of a friend told us there was a boat we could help bring back from Santa Barbara if we just got down there before midnight the next night. Without a moment's hesitation, we bought a plane ticket and were on our way. We didn't consider ourselves adventurous getting on an unknown boat with an unknown crew coming up the coast, just lucky.

□KING'S CRUISER

As most people do, I need some help as to how I may contact a King's Cruiser club, as I've heard from friends you may be able to help and for sure keep printing.

James W. Pyter
Cambria, Ca.

James — The readers helped with the Yankee 30 molds, maybe they can do it with the K.C. — although if we recall, it's an old, old design.

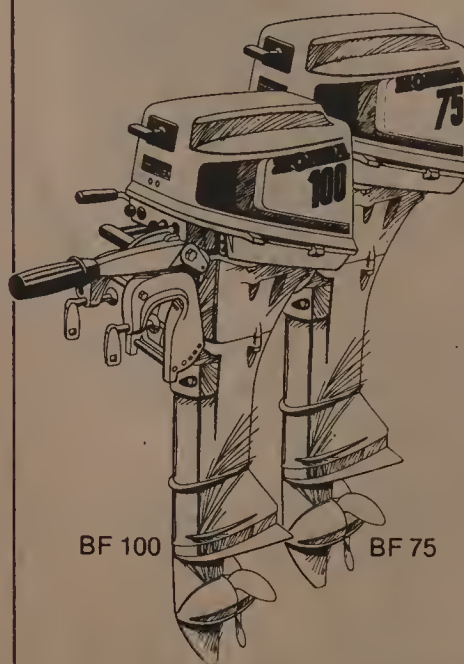
□MAYBE JUST WEAR THE TOPS?

As a Urologist who recently traded in my Sunfish for a Mason 43, which I am now equipping for a cruise from San Francisco to Nova Scotia via as many fun places as I can stop at, I have had great delight in testing the operability of the fly of my foul weather gear.

I like my Dorlon gear — it's flexible, dry and as such obviously doesn't breathe. But of concern was the ease of accessibility to the plumbing. What a better place for the first test than in 25 knot winds off Point Bonita. Bouncing gracefully into the head I pulled the two-way zipper up to expose a horizontal velcro slit. It takes two hands to open this modern day version of a chastity belt, and I promptly landed in the shower.

Undaunted and knowing that I have singlehanded it before, I managed to get my hand through this rather small orifice. The velcro snapped shut on my wrist. It took several minutes to extract my hand, which by now was snugly attached to my penis. However, I foresaw the jaws of the velcro vice were going to encase my delicate glans, and not wanting to explain to any interns in the emergency

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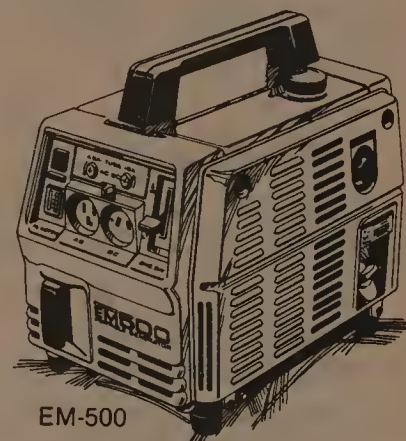
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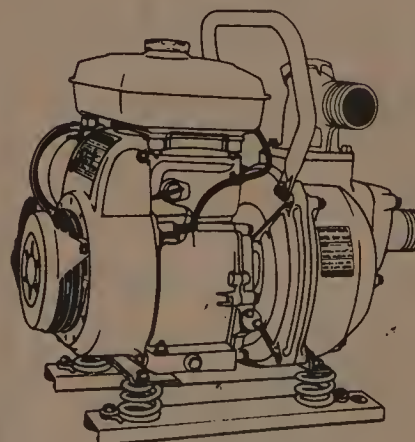
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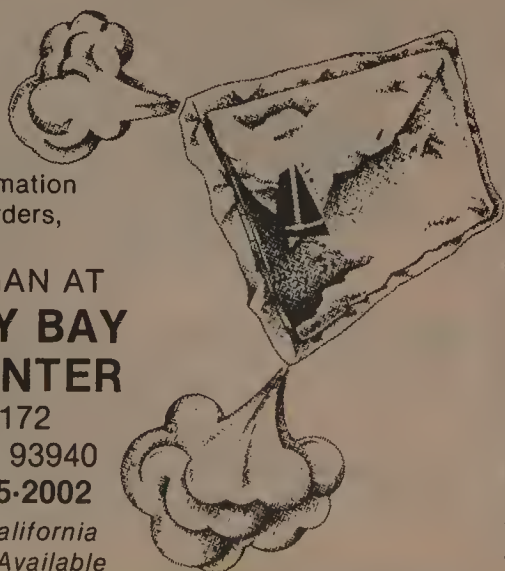
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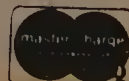
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LETTERS

room how I received the obvious upcoming abrasions, I took a new tack and approached from the top.

With the zipper down there is still no entrance — either undo the suspender clips or test the elasticity of the straps. With excess strain on the straps I took aim and arched a beautiful stream into the medicine cabinet.

So much for Dorlon. Water proof it is — it prevents water from entering and leaving — on to Line 7.

Bob LeFevre
Modesto, Ca.

P.S. If there are any friendly, fun-loving ladies who would like to crew, I have a Classy Classified in this issue.

Bob — Line 7 is just as good, but instead of making you a soprano, it simply funnels the stuff right back from whence it came. We consulted the manufacturer, and they recommended we not drink as much beer. Actually practice is what it takes, not a new suit of gear.

□NEWS FROM THE FRONT

I wanted to thank Max (and Lee Helm) for their continued support for women in sailing and racing. I did make both the race to Kauai and the Clipper Cup series as crew, and the racing was great! And I must make the sad comment that chauvinism is alive and well on the high seas — how ignorant of me to have thought otherwise. Sexism, like agism and racism, is difficult to document. Plausible arguments can always be raised for justification. I did race with a number of excellent sailors with whom it was a joy to race. Some sailors who were problematic for me possessed an immaturity that correlated with age.

I no longer question why a wahine team exists either. There may have been more female crew on *High Noon* than on all other boats combined in the Clipper Cup, and not because other excellent female sailors didn't exist or weren't available. (An equipment failure of theirs made the front page of the Honolulu paper, complete with photo. Really.). I did meet one woman who crewed on *Libalia Too*, and who said that her position was at the helm for the Clipper Cup. Yes, she replied when asked, she did own the boat. At least some Australians frankly admitted that there was no place for a woman on their boats during a race. (While at the same time they expressed shock at the blatant sexism in commercials on American TV that would not be tolerated in Australia).

The word for women in big boat racing is *enigma*. I must admit that the old-boy network (men/boys of all ages are represented) is thriving here, and why not — there is big money involved. So women just have to learn the game better.

No, I'll never have the physical strength of some of the male sailors. Yes, I'll work harder to be a better sailor and racer and know that only a limited amount of support may be available. Yes, I know that men also have a certain amount of their own problems with racing. No, I won't lose my sense of humor or perspective. I look forward to racing to Hawaii in the Transpac '83 and maybe Mexico before that. Rejoice, we have no choice but to carry on. *C'est la guerre*.


Georgia Miller
Berkeley

Georgia — You can slam the 'old-boy' cookie cutter down anywhere you please, but it doesn't mean you're always going to strike dough. You'll find some sexism, agism, racism, and general small-minded-ism most everywhere you look — including yacht racing, and including on 'women's' boats.

But to suggest that these things were a big part of the Clipper Cup, is to our thinking, to have a very shallow understanding of what games — both above and below board — were really being played.

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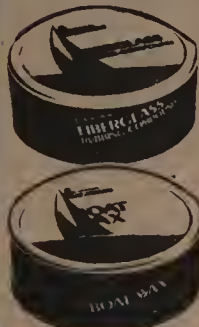
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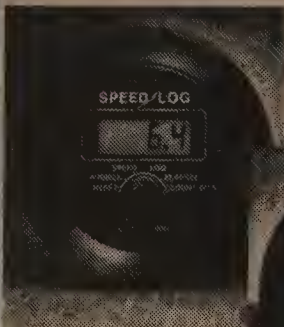
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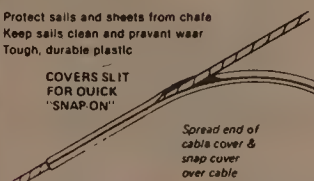


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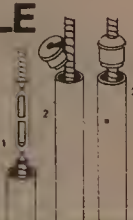
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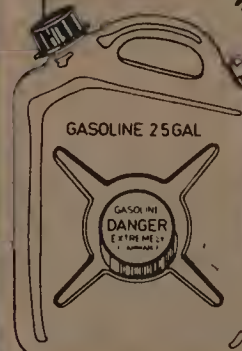
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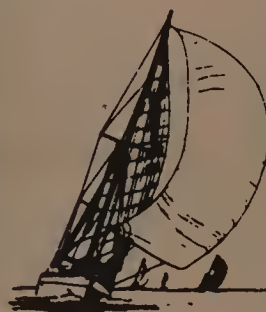
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LOOSE LIPS

Last winter water hyacinths spread all over the Delta waters, clogging up boats' engine cooling intakes, often times confining them to the docks. This problem consequently made it difficult for Delta resorts and businesses — which rely on boat traffic — to ring up profits.

So the Department of Boating and Waterways — aka Cal Boat — is spending \$125,000 to "eradicate" the unwanted plant guests. Whether they would have returned anyway is unclear, but the state officials are not about to have an 'eggplant-that-ate-Chicago' type disaster during an election year.

You've got to respect that bay out there — if you don't, it could be your last mistake. Two catamaran sailors found that out a couple of weeks ago when they flipped their Hobie Cat off Berkeley. Darkness fell and they tied themselves to the boat, but by the time they were discovered the next morning, they were dead, either from drowning or hypothermia. The same weekend, a windsurfer was reportedly out on one of the new "sinker" type boards — ones that have to be moving in order to stay on top of the water. He ran out of wind off Fort Point near the Golden Gate and a buddy alerted the Coast Guard. When they found him he was suffering the effects of hypothermia, but luckily he managed to survive.

Speaking of boardsailing, but on a more pleasant note: according to *Time* magazine, it's the rage of the Soviet Union. Instead of going down to the local dealer, however, most Soviet boardsailors have to build their own boards. Materials cost about \$140 and a finished board is valued at up to \$420. "My first board took a month to build," *Time* quoted a young mathematics student, "but once I got the hang of it, I could do it in a week." We wonder what Hoyle Schweitzer, co-inventor of the Windsurfer and zealous protector of the free-sail patent, thinks about this.

Denis Neumann wants to get the 24' Islander Bahama Association active again and would like anyone interested to contact him at Valuation Associates, 1091 Pensacola St., Foster City, CA 94404, or phone (415) 572-0361.

A chubasco by any other name would blow just as hard. Those familiar with Mexico's weather know that a violent wind usually associated with thundersqualls is referred to by that name. In different parts of the world, however, they call it other names, which we found out by reading an article called "They Call the Wind Cockeye Bob" by Frank Forrester in the August 1 *San Francisco Chronicle-Examiner*. Other monikers for strong winds and the geographical territory they are associated with are: burga, Alaska; cockeye Bob, Australia; bad-i-sad-o-bistroz, Afghanistan; haboob, Egypt; khamsin, Egypt/Saudi Arabia; steppenwind, Germany; and Tehuantepecer, south coast of Mexico.

With so many people having crossed the oceans in so many different ways, it takes some real creativity to come up with a unique voyage these days. Tom McClean, an English adventurer, recently sailed across the Atlantic in a 9'9" homemade sailboat, the smallest to ever complete the 2800-mile trip successfully. It was only a few years ago that Gerry Speiss set the record in his 10-ft. *Yankee Girl*. McClean's *Glitspur*, made the crossing in 51 days. His most harrowing moment came when a 20,000 ton freighter tried to assist him and nearly crushed his boat with its propeller. Even while McClean

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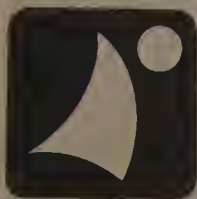
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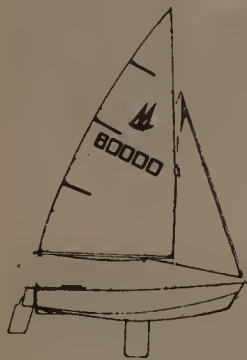
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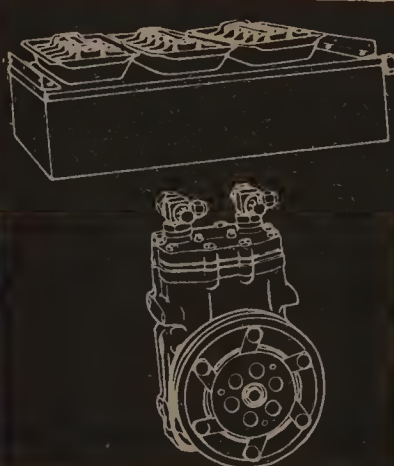
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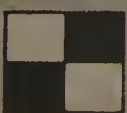
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LOOSE LIPS

celebrated, however, there came word of an American truck driver named William Dunlop, who was attempting the same voyage in a 9-ft. boat. Fame is such an elusive wench.

A bit more bizarre is the case of Gerald Franz of Cincinnati, Ohio, who set off from Cape Cod in the 16-ft. kayak powered by five kites. He quit after about an hour.

And then there's Marvin Creamer, who's mounting a very serious effort to circumnavigate the globe using no navigational instruments. Even though this may sound crazier than the above, Creamer's project probably has a good chance of succeeding. He's already made several long passages, including an 8,000-mile voyage across the Atlantic and back without using a compass, sextant, timepiece or electronic locational device. How does he do it? In part, he uses the time-honored technique of parallel sailing. By judging the angular distance between selected stars and his overhead point, i.e. zenith, he can determine his latitude with reasonable accuracy. By reaching the latitude of his destination, he simply sails east or west. He also uses other stars for reference points, as well as the waves, long distance swells and the wind. He figures longitude by measuring the distance sailed in an east-west direction, determined by observing the speed of water bubbles passing by the hull. Like sailors from the days before compasses and Loran, Creamer has become extremely sensitized to the ocean around him and the information that can be gathered just through observation.

Creamer plans to leave New Jersey in late October in the 35-ft. sloop *Globestar*. His son Kurt and a cinematographer will make up the crew. They'll travel via the Cape of Good Hope, Cape Leeuwin (Australia), and Cape Horn, returning to the U.S. in late April, 1984. Rounding the treacherous Cape Horn, Creamer plans to be there at the December Solstice, when the evening twilight and the morning twilight will merge into one another. The constant daylight will also make it easier to spot icebergs. It should make a great movie.

Not equal in all respects. *Kriter 9*, the 58-ft. sloop, became the first boat to complete a TransAtlantic race with an all-women crew. It was no sissy race, either. The 5,800-miler from LaRochelle to New Orleans required 33 days at sea. Skipper Syvie Vanek reported that the race was a little more strenuous because women are not quite as strong as men.

Before anybody gets too riled up about that, Linda Rettie recently came to the same conclusion. After serving as *High Noon's* navigator on the delivery trip from San Francisco to Honolulu, she was awed by the boat's potential. But she thought it would be difficult for normal women to get the most out of the boat. "I told the skipper she'd need ten bull dykes on the foredeck to get everything out of it," she laughs. Before anybody gets too riled up about that, remember Linda's a crusty long-distance sailor and they get to talking like that.

Cruise notes: If you're planning on cruising to the Caribbean Sea, you might want to get a copy of issue #143 of *Caribbean Boating*. It's got a four-page section on hurricanes, including what 1981's did, a list of gear to have, 16 hurricane holes, and all kinds of good stuff. Subscription to the rag runs \$20 a year, from Box 8821, Charlotte Amalie, U.S. Virgin Islands, 00801. Editor/Publisher Jim Long is originally from the bay area, and probably can get you a copy of that issue along with your subscription.

A few months back we told you about how Real Fresh milk in 'aseptic bricks' could be kept for six months without refrigeration or

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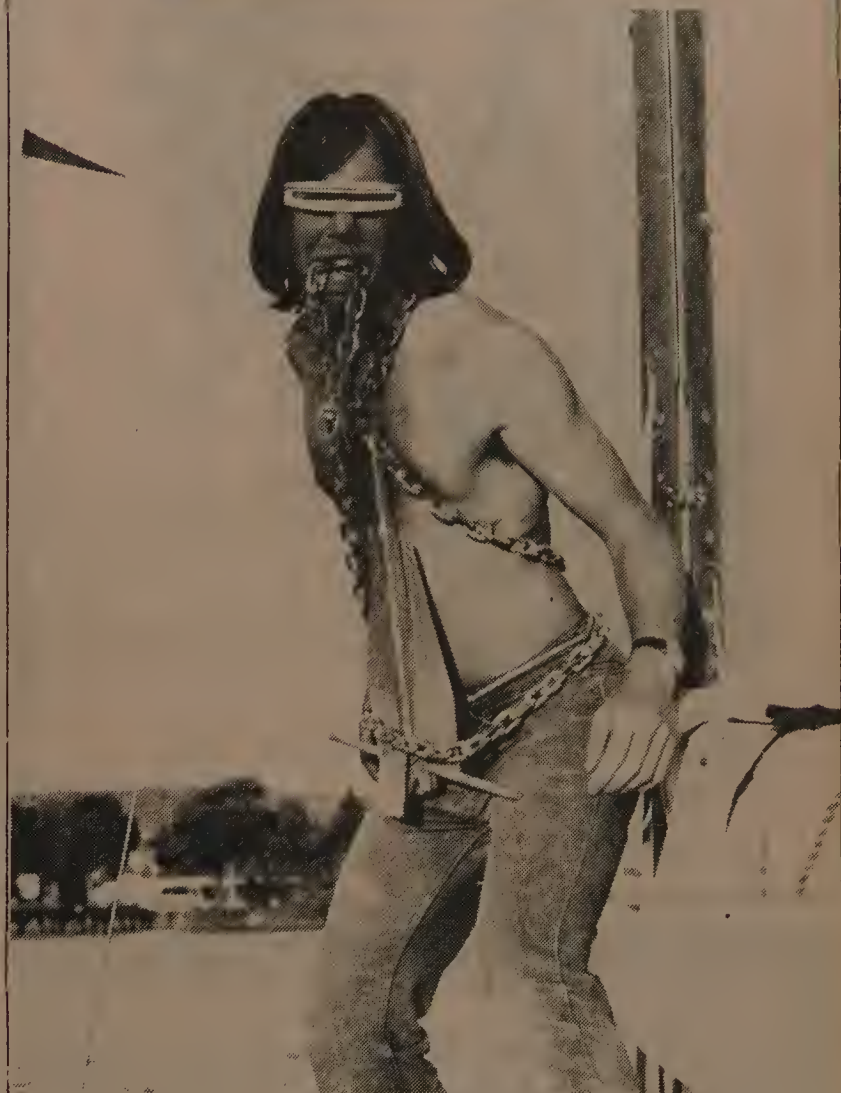


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LOOSE LIPS

the use of preservatives — and how it was the coming form of drink packaging. According to the July 23rd *Chronicle*, Ocean Spray was planning to use this technique for cranberry, cranapple, grapefruit, cran-grape, and apple juices. Naturally using aseptic packaging for these products isn't a big step because they didn't require refrigeration. Nonetheless it should prove to some of the more skeptical folks that the milk and other dairy products packed using such a process are not bogus products.

If you're looking for a crash course in sailing or racing, J World has a 5 day, 35 hour program they are eager to expose you to. From September 19 to November 19, 1982, classes will be in session at the Sausalito YC. Both programs use J/24's for 25 hours of on-the-water instruction. Over 600 students have attended J World's racing and sailing programs during their first year of operation, with course locations in Newport, R.I. (summer), Key West, Fla. (winter), San Diego, Cal. (spring), and San Francisco. For more information, contact J World, Box 1500, Newport, R.I., 02840. Phone: (401) 849-5492.

"Just how badly we have gone astray was vividly borne home to me about 8 years ago in the Caribbean. We were taking out a new cruising/racing machine for her trial run. This baby had everything, with no expenses spared . . . three speed self-tailing winches, Loran, sonar, Single Side Band radio . . . we scanned the horizon for a victim to our 20th century speed. The only target in sight was a large and bulky Tortola sloop, crammed with cement bags, vegetables, children and several goats, and powered by a battenless wreck of a sail. Well, this obviously wasn't much of a challenge, but we set out to make short work of her. Winches whirled, lines hummed, and lips were whetted for the kill.

"Except somehow, maddenly, that damn old Tortola sloop just wouldn't come back to us. Oh, we were gaining on her to be sure, but agonizingly slowly. Because in 25-knots of breeze on a reach, a loaded Tortola sloop is one hell of a design — the product of 300 years of full-sized tank testing . . . Anyway, after sustained hiking by all members of the crew, and torturous attempts to keep our new star-cut drawing, we finally drew abreast and passed the old sloop, to the particular relief of our new owner, who had paid richly for his passing rights. I did notice that the talk at this point shifted rapidly from how well our boat sailed to 'how well she rated'. We happened to have a novice aboard who had the temerity to ask, 'But doesn't rating well mean sailing well?' Everybody was very embarrassed for the young innocent — imagine confusing a good rating with good performance."

Gary Hoyt's "The Birth of the Freedom Concept",
Yacht Racing/Cruising, March 1982.



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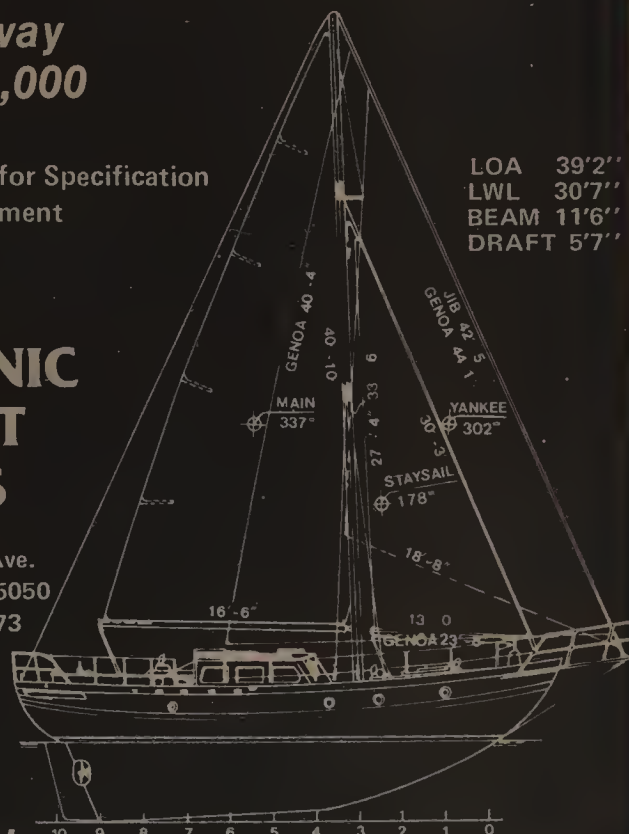
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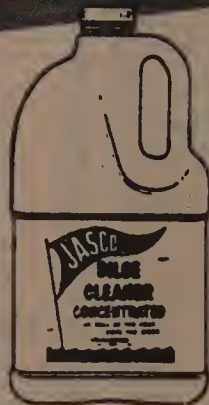
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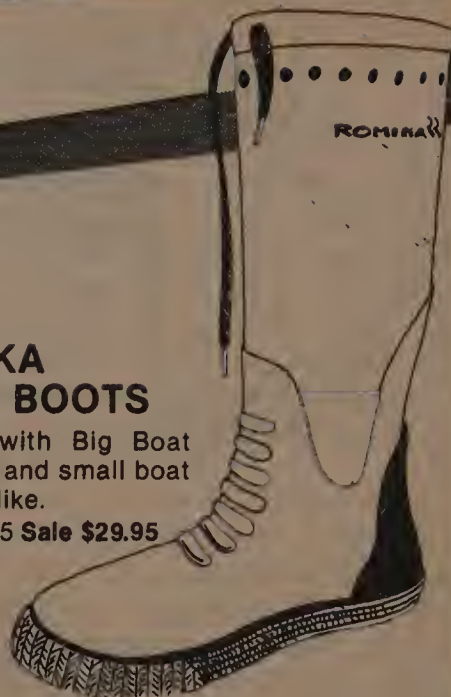
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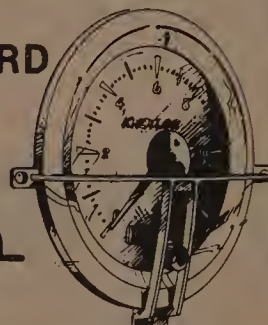
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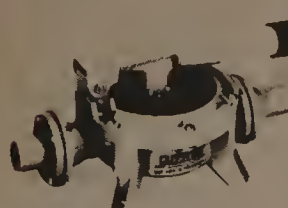
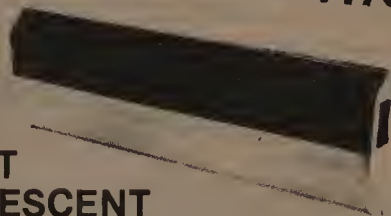
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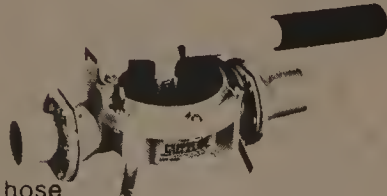
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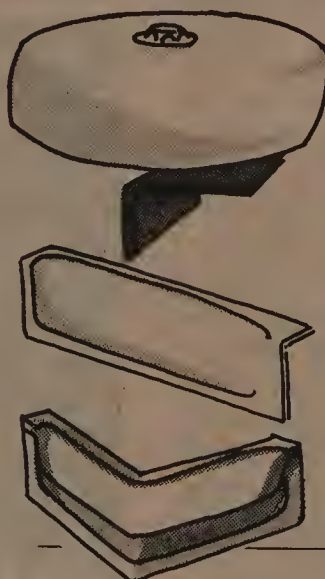


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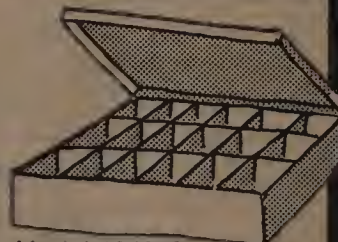
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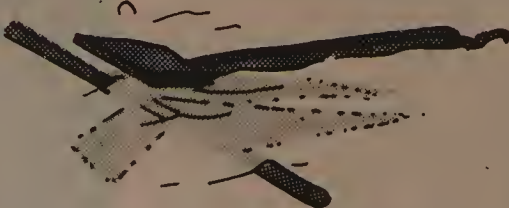
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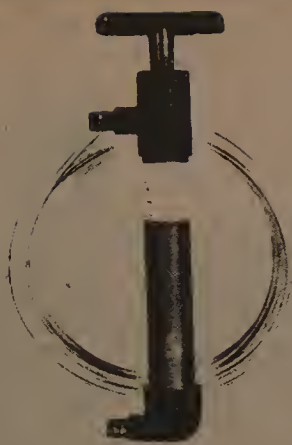
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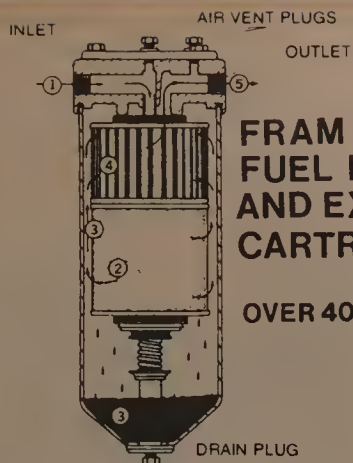
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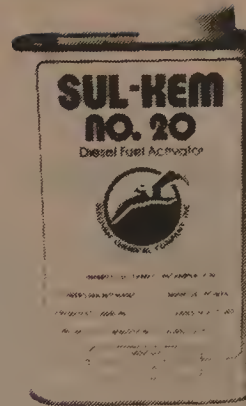
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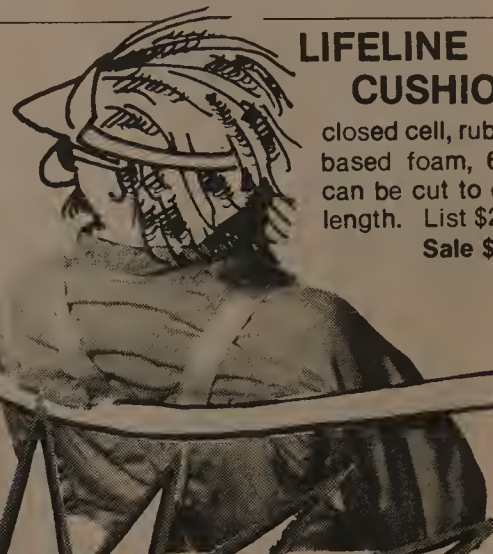


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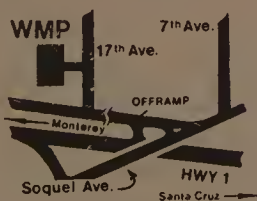
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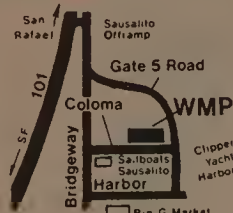
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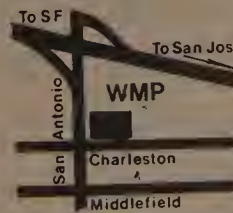
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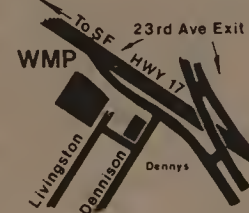
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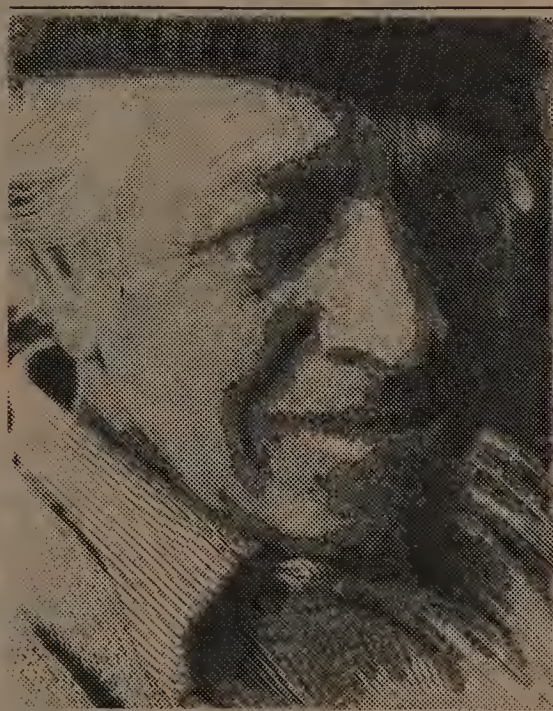
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West Marine Products

mel pfleuger

Mel Pfleuger was one of the Bay area's finest boatwrights until a sudden heart attack took his life on August 2nd. Ironically, his picture appeared in the August ad for Cal Coast Marine, where he worked for 27 years. His death was a shocking blow to many of his friends around the yard, who knew him as an exacting craftsman.

Born 60 years ago in St. Louis, Mel underwent a rugged apprenticeship in housebuilding at the hands of his father and uncles. He worked in Richmond before joining the Army during World War II, which he spent working as a ship's carpenter. Eventually he returned to Richmond, where Don Voltz and Frank Kenney hired him to work at Pacific Boat Works, which became Cal Coast in 1977 when Les Harlander bought it.



Mel Pfleuger.

"I was a keen admirer of Mel's," says Harlander. "He was very unique, a brilliant mechanic, and an expert in all types of wood construction." Mel built the wood molds for Les's new 40-ft. *Mirage*. He also was in charge of the 1980 restoration of *Yankee*, the famous gaff rig schooner built by W.F. Stone & Co. in 1906. Dry rot was discovered in the 52-footer's hull and owner Bob Ford, writing in *Wooden-Boat* magazine, recalls "that in order to pull out all of the old wood, some real engineering work had to be done to hold her in shape. Mel was up to the problem, however,

as he carefully took out, one by one, each old frame and replaced it with a new one of 3x3" laminated white oak . . . he was able to replace 22 frames and replank the hull in those areas without its changing shape one bit."

Mark Crotto, who apprenticed under Mel at Cal Coast, says some people considered him a stubborn ogre who was overly exacting. Mark prefers to remember him as a meticulous craftsman who had little patience for young Turks who thought they could show him a thing or two about boat repair. He particularly disliked it when someone stripped a boat down and he had to be called in to put it back together. When Mel took a boat apart, he spent half his time getting it ready to put back together again, and Mark was always amazed at his genius for doing that. He also recalls one of Mel's definitions of a good mechanic as "someone who could fix his own screw ups so it looked like it was supposed to happen that way." Mel was such a mechanic, and he will be missed.

women go for it — chapter II

Can energy and organization take the place of time in the boat when putting together a race effort? If so, the women's syndicate for the St. Francis Big Boat Series, Sept. 19 — 25, has a good chance of making history. That's the

cont'd on next sightings page



boat

If it's fall, it must be boat show time, and this year, like last, the two major ones are scheduled for the same time. Both the Mariner Square and Bay Area Boat Shows will run from September 10-19. Why these two groups continue their head-on battle is still a mystery to us, but we're just after the facts, Ma'am.

The San Francisco Bay In-The-Water Boat Show is celebrating its 10th anniversary this year and will be held at Alameda's Mariner Square. Besides boat hopping, the show will feature free hour sailboat rides on the Estuary, courtesy of Horizon Charters; a Loran seminar co-sponsored by *Cruising World* magazine and Trimble Navigation; a slide presentation by Pacific Boat's Bill McMurray on the vacuum bagging process and construction of ULDB's; two seminars on the newest concepts in yacht design by Seattle's Robert Perry; and "How to Tune Your Own Rig and Get the Most Out of Your Sail Inventory" by Jim DeWitt.

As for boats, the new Olson 40 will make her world debut at the show along with the Sonoma 30. The line-up also includes the Santa Cruz 40, Olson 30, Express 27, Pyramids, J-Boats, Catalina 36, Sabre 38, Sparkman & Stephens 47 and the US-21. There will be new models from Bristol, Santana, Newport, Pearson, O'Day, Pacific Seacraft, Passage, Lancer, Morgan, Ericson and C&C. Cruising sailboats will include the



LATITUDE 38/SHIMON

shows

Panda, Hans Christian, LaFitte, King's Legend, Golden Wave, and Nantucket Island. For those wanting something a little smaller, there will also be samples of Hobie, Capri, Lasers (including the new Laser II), West Wight Potter, Wylie Wabbit, Merit, Vagabond, BJ, Dory and a gaggle of sailboards, including the hot Bic.

The Mariner Square show will run from 11:30 a.m. to 6:00 p.m. on weekdays and 10:00 a.m. to 6:00 p.m. on weekends. Admission is \$5.00 for adults, \$2.00 for ages 6-16, free for children under 5. Return passes can be bought for \$2.00. Parking is free and there are restaurants and outdoor cafes at the show site. Don't forget to wear soft soled or deck shoes. For more information, call Karen Thompson at (415) 523-0940. Also, there will be a free fleamarket on Sunday the 19th. Call Dan at 769-8200 if you want to take part.

The Bay Area Boat Show, sponsored by the Northern California Marine Association (NCMA), takes place at the San Leandro Marina, located next to Marina Boulevard off Highway 17. Among the largest sailboats on display will be the Polaris 43 featuring a Bob Perry update. Another Perry creation, the Valiant 47, will also be there, as will the Swift 36, Cavalier 39, O'Day 34, John Alden 44, Polaris 43, Freedom 39, US Yachts 42, Nimbus 42, and Norseman 44. There will be

cont'd center of next sightings page

women — cont'd

feeling of the three coordinators, Sherry Wilson, Renee Soleway and Janet Gomez. Since announcing in August their intention to mount a campaign, the trio has received almost 40 calls from interested women. "That includes women who feel they don't have the racing experience, but want to support us financially and from women who have the experience but aren't sure about the money," says Sherry.



GLENDA GANNY CARROLL

Sherry Wilson and Renee Soleway.

From the initial calls, a hardcore group of 11 to 13 women with both experience and/or money formed. They've been meeting once a week at the North Point Yacht Club in San Francisco. As it stand now, the syndicate will be made up of 15 women who have to put up approximately \$500 for a month's worth of practicing and one week's worth of racing.

After the first meeting, Janet Gomez flew to Hawaii to talk with the Wahine

cont'd on next sightings page

women — cont'd

Team on *High Noon*, while Sherry and Renee started checking out available boats. Considered were *Suntan Special*, a Santa Cruz 50; *America*, a Serendipity 43 and *Hawkeye*, a King 48. But it was Dean Treadway's 36-foot *Sweet Okole*, the 1981 Transpac winner, that came out the favorite. After clearing that hurdle, the group had to apply to the St. Francis for an invitation to the Series, which was approved. All that's left now is going out and doing it.

"We know we'll be watched like crazy," said Sherry, "and we want to do well." To give the women's team the edge they need, they will be out practicing three times a week — Tuesday and Thursday evenings, as well as Sunday afternoons. This is not your ordinary check out the course, do a few spinnaker sets and go home practice. They plan to have a chase boat equipped with a video tape recorder to follow and film them for later analysis of sail trim and boat handling.

"Because the Series is so soon, we don't have the time to teach anybody," said Renee. However both Sherry and Renee emphasized that there are a lot of different levels on which women can participate. "Some women are looking for sponsors. We'll be forming a foundation, so the money a sponsor donates can be tax-deductible," said Sherry. Those without money or experience can participate on the support team. If you want to help, give Sherry a call at 825-6530 during the day or Renee at 459-2421 in the evening.

— glenda ganny carroll

thank you, coast guard

Barry Bevan, who lives in Sacramento but sails and races a lot on the bay and ocean, wants everyone to know that while many of us may bad rap the Coast Guard from time to time, there's nothing sweeter than having them there in an emergency. Barry speaks from experience. On May 15th, he was racing his new Ericson 35, *Good Times II*, around the Farallones in a Midget Ocean Racing Class (MORA) event. Included in his crew was one of the west coast's true veterans, the 67-year old Saint Cicero of the Cicero and Baxter sailmaking firm in Costa Mesa. As *Good Times II* approached the islands in 25-knots of breeze and 8 to 10-ft. seas, it became evident that Saint was having a stroke. Barry got on the radio and was patched through to a doctor at San Francisco's Letterman Hospital. Within minutes, the Coast Guard had a helicopter on the scene, which lowered a basket and lifted the stricken sailor off the deck. He was taken ashore and is expected to have a full recovery. Barry says it was truly "awesome" to watch the Coasties operate in that life saving operation. Except for some damage to his masthead fly, Barry's boat suffered no problems at all. So next time you see one of the boys in blue, give them a smile. They deserve it.

shorthanded sailing

Shorthanded sailing is booming in southern California where the Pacific Singlehanded Sailing Association — which operates out of Marina del Rey — has scheduled a race a month. That's excepting January, during which even sailors get crammed full of football and skiing.

Southland weather and geography combine to provide a variety of interesting destinations under generally pleasant sailing conditions. Northern California sailors with trailerable boats or those who just may be in the area might

cont'd on next sightings page

boat show — cont'd

daily boardsailing demonstrations in the marina lagoon.

Admission is \$3.50 for adults, \$1.00 for kids 6 to 12, and free for kids under 6. Discount coupons are available at participating NCMA dealers. Show hours are from noon to 5:00 p.m. daily, 10:00 to 6:00 on weekends. For more information, call the NCMA at (415) 436-4664.

1983 t.p.

Richard Steele, Commodore of the Trans-Pacific Yacht Club, was kind enough to drop us a letter the other day reminding us that next year's L.A. to Honolulu TransPac will mark the 76th anniversary of the original race. Held on odd-numbered years, next summer's race will be the 32nd time the TransPac fleet has headed across the Pacific.

Mr. Steele says that they've already received many requests for how and where to enter the race, but that the material is not yet available because some minor details have yet to be worked out, such as which day of the 4th of July weekend will be the start. Nonetheless advance information on the race can be obtained from Race Committee Chairman L. Grant Baldwin, 1515 N. Vermont Avenue, Suite 523, Los Angeles, 90027.

Depending on the number of slips that will be made available for arrivals in Honolulu, the TransPacific Yacht Club expects a fleet of 75 or more boats. Several are expected to be maxis rating close to the 70.0 IOR limit.

If you'd like to enter this 32nd running for the mai tais, you're encouraged to write Mr. Baldwin right away, so he may send you complete race information as soon as it becomes available.

For those who don't recall, northern California boats put in an excellent performance in the last L.A. to Honolulu race. Dean Treadway's little Farr 36, *Sweet Okole*, took 1st in Class D and won overall fleet honors. The Farr 52 *Zamazaan*, then owned by Bob Cole, won Class A, and Irv Loube's Frers 46, *Bravura*, won Class B. Some 'foreigner' we can no longer remember the name of won Class C, but we're sure it won't happen again.

shorthanded — cont'd

want to participate. Information is available from Fleet Captain Dave Lay at (213) 649-2788 or Gene Menzie at (213) 826-5098.

The PSSA racing year started back on July 24th with a race to Santa Barbara Island, 30-miles, and then back the next day. The August 7th race to San Nicolas Island, a 130-miler, was also singlehanded.

The September 4th race is the major doublehanded event in the Southland, the San Nicolas — San Clemente 220-miler, the second longest PSSA event. October 23rd is the Catalina Island Layover, a doublehander with 30-mile legs over and back, oozing with romantic possibilities.

November 20th is the Paradise Cove layover, a short 16-miler each way for singlehanders. December 30th, is the Catalina Harbor layover, 35-miles for doublehanders wanting to bring in the New Year together.

February has the Bishop Rock 200-mile singlehander, which is the ideal qualifier for PSSA's big Guadalupe Race. March is the Round San Clemente Island 145-mile singlehander. April is the biggie, the 3rd Guadalupe Singlehander, 300-miles down into Mexico ('so close to the USA and so far from God') and back to Marina del Rey ('so close to California, yet so far out of the world').

The PSSA race year finishes up with two doublehanded events, another Catalina Island layover in May, and a June 110-mile round-trip reaching miles to San Clemente Island and back.

It's a fine schedule the PSSA has put together, and you ought to join them if you get the opportunity.

Keeping singlehanded news in order in southern California is the *Singlehanded Sailor*, published for the second year now by Linda Carlson. You can pick up copies at many marine stores — even in northern California — or send \$10 to Box 59, Ventura, Ca. 90291 for your very own subscription. In the latest issue was a classified seeking help for a southern California based Singlehanded TransPac in 1983; rumors about that one have been filtering around for a while.

hp fever

Computer applications to sailboat racing are not new. Computers have been used to design sails and boats for several years now, and race committees have used them to score races. The Laser class pioneered this type of scoring; with literally hundreds of entries in their major regattas, they needed something faster than two volunteers doing everything with a pencil and a pocket calculator! When the organizers for the 1982 Sunfish Worlds were planning for the August 8-15 event at Coyote Point YC, they talked about the possibility of using a computer to score the event. They expected over 100 competitors from 20 countries to attend. When Bob Perdriau, who was heading the publicity committee for the regatta, heard that, his ears perked up. He works for Hewlett-Packard and has done some programming, and thought it was a great idea. The fact that Hewlett-Packard was coming out with a new personal computer made it even more attractive.

So Bob spent three weeks before the races starting to write and work out the bugs for a program that would do the trick. He came up with a general problem, written for the HP86A in HP BASIC (most computer makers have their own variation of the BASIC language), that would score up to 120 boats using the Olympic system. He also figured out a way to enter the numbers of the boats as they finished on the course, using a small, hand held computer called the HP 41 CV. This little baby has a self calibrating clock and can be used for navigation, but Bob had it wired so he could enter the finishes, go ashore and plug it into the HP86A, which would suck out all the

cont'd on next sightings page



COURTESY OF KAREN JENSEN

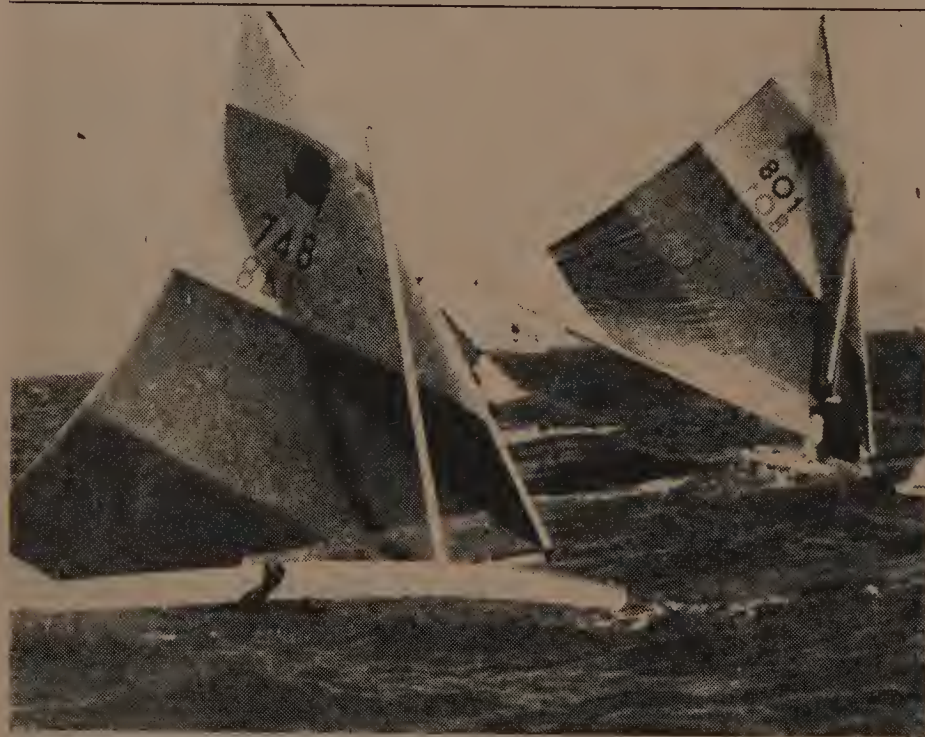
two sailors

What you see here is the product of two great sailors. The fellow in the picture is the inimitable Tristan Jones, who recently lost his left leg. (He also had successful surgery on his eye). The wooden leg Tristan now sports was carved by Larry Pardey, he of *Seraffyn* fame. The ultimate appendage for the sailor's sailor.

sunfish — cont'd

data and instantly score the race! He predicted that within a half hour of the committee boat touching the dock, he could have the results printed out for everyone to see. Protests could be noted beside the boats involved, and after they were resolved, the final, final results would be run out later in the evening.

As with all new systems, there were some glitches. Bob says it was too dif-



EDGAR BOLANOS

ficult to accurately use the hand held computer, especially when the fleet bunched up at the finish line. The person punching in the numbers couldn't always keep up with the fast pace. Fortunately, Bob and the rest of the committee had the foresight to both write down the numbers and record them on a tape. When they got ashore, the finishes were then entered by hand into the main computer and the results came out just about as quickly as Bob predicted.

And what were the results? Well, local sailing whiz John Kostecki of Novato topped the field of 71 sailors who actually did show up. This was only John's second Sunfish regatta; he sailed one last year to qualify for the Worlds. He did spend considerable time practicing on the waters off Coyote Point, as did another bay sailor, Pat Andreason, and the final placings showed it. Andreason, from San Mateo, ended up 7th overall. (The Sunfish Worlds was John's second major title in as many months: he won the U.S. Olympic Committee sponsored National Sports Festival regatta on July 25-26).

Perdriau was pleased not only with the whole regatta, which received a lot of local support from the local business and civic community, but also with the success of the computer scoring. He sees many applications of the program which, with some modifications, could handle handicap racing as well as low point, high point and other scoring systems. As for the hand held computer, Bob thinks it would work fine in a smaller fleet without big traffic jams at the finish. "It was a nice idea," he says, "whose time has not yet quite come."

Sunfish World Results:

- 1) John Kostecki, Novato, 3,1,1,3,3,1 for 11.40 pts.; 2) Derrick Fries,

cont'd on next sightings page

nimitz

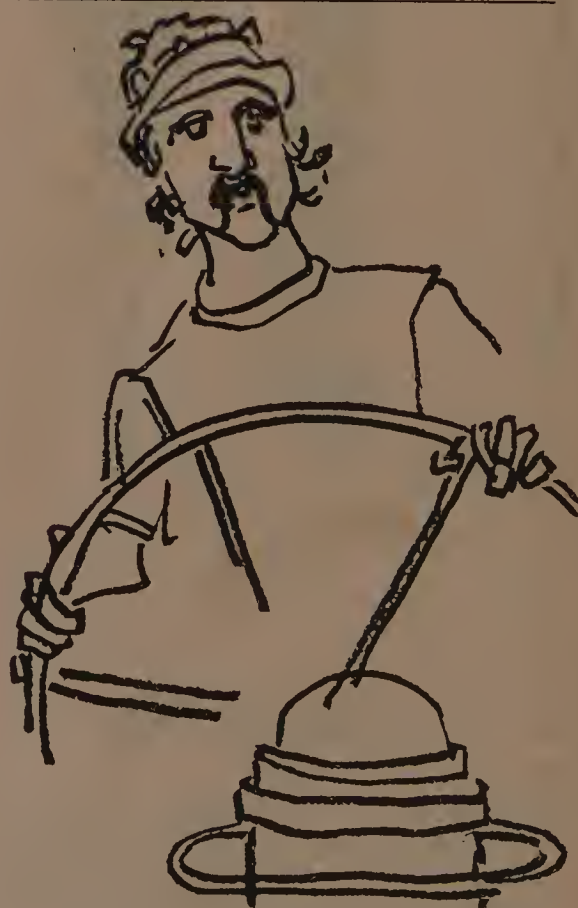
The Nimitz Regatta, sponsored by the Berkeley Yacht Club, will be raced on September 12. This race is a traditional "end-of-season" race which in the past has attracted more than 80 boats, racing under PHRF for the Nimitz Trophy. This year, the race will be run on a Sunday, a week before the start of the Big Boat series.

If any of you IOR guys want to tune-up

puerto

A few month's back we announced that the Del Rey YC of Marina del Rey had scheduled February 19th as the starting date of their highly acclaimed Marina del Rey to Puerto Vallarta Race. Since they had PHRF divisions — in addition to the normal IOR classes — in the 1977 and 1979 races, we inquired if that might also be the case in this, the seventh running.

Race Entry Chairman Ray Schachter has informed us that a PHRF division was brought up for consideration, but that the



Racing to Puerto Vallarta, by Jim DeWitt.

club decided against it this time around. What they may have, however, is a separate class for ULDB's if sufficient interest develops.

regatta

against each other, this is the ideal race to do it in. Although the course is different from the traditional Big Boat course, it covers the same waters. If there are enough of you, we will give you a separate start.

For information, call Cesare Galtieri, (408) 773-3543 (days); (415) 843-2843 (eves).

— cesare a. galtieri

vallarta

To date the club has already received about 20 requests for entry boats. There have been requests from two Santa Cruz 40's and two Olson 40's — an obviously intriguing match-up. Also a new Farr 45, a new Peterson 45, some new Swans, and a new Baltic.

The Puerto Vallarta Race has an excellent reputation for being perhaps the best organized Mexican Race, and the Del Rey YC is justifiably proud that some owners have participated in all six previous runnings. The 1125-nautical mile race generally consists of a run down the coast of Baja and then a reach across to Puerto Vallarta. Race headquarters in Puerto Vallarta will be at the deluxe Fiesta Americana Hotel, and is sure to be a lot of fun.

If you have yet to do a long ocean race and want to get your feet wet, this race to Puerto Vallarta would be an excellent choice. The club can help you out with all the minor details, and the racing itself is generally more relaxing and less debilitating than any of the runs to Hawaii. We did our first long race to Mexico last year and found it one of the most delightful and satisfying experiences of our life. So if you've got a boat with an IOR IIIa rating of over 23.4 and a fixed inboard engine, and if you've got the slightest inclination, we urge you to consider it.

As a special added attraction, the 1983 MEXORC (Mexican Ocean Racing Circuit — a most informal variation of the SORC (Southern Ocean Racing Circuit) — will be held just after the Puerto Vallarta Race finishes. The six race series runs between March 4 and March 12 on the calendar and between Puerto Vallarta and Manzanillo on the map. MEXORC is sponsored by the gracious folks of the Federacion Mexicana De Vella. Entry forms for both the Puerto Vallarta Race and the MEXORC are available by calling the Del Rey YC at (213) 823-4664.

sunfish — cont'd

Pontiac, Mich., 1,3,2,2,2,2 for 12.00 pts.; 3) Dave Chapin, Springfield, Ill., 2,5,3,1,1,72 for 18.70 pts.; 4) Alan Scharfe, Newbury, Mass., 4,13,18,4,7,7 for 61.00 pts.; 5) Joseph Blouin, New Orleans,



LATITUDE 38°SHIMON

Bob Perdriau.

LA, 10,22,4,7,4,11 for 62.00 pts.; 6) Yan Rogers, Seabrook, TX, 5,7,13,14,6,5 for 63.70 pts.; 7) Pat Andreason, San Mateo, CA, 6,2,19,5,9,24 for 66.70 pts.

not yet permitted

The Marin Board of Supervisors decided in early August that houseboaters in Richardson Bay, north of the Golden Gate, will have to obtain permits to anchor out. The issue, which has drawn considerable media attention, was decided by a 4-0 vote, in spite of strong opposition from those who moor their craft in the area between Strawberry Point and Sausalito's Gate 5. There will be public hearings on how the permit process will be developed, and there will also be a 30-day period between the time that the process is decided on and when the ordinance will go into effect. This will give the boaters time to get their permits.

A spokesperson for Al Aramburu, the supervisor who spearheaded the

cont'd on next sightings page

permitted — cont'd

drive for the ordinance, thought the permit process would be decided by late September or October. She added that there would probably be a fee, as there are with most permits, to cover processing costs and inspections. Aramburu reportedly wants each boat to have CF numbers and a self contained sewage disposal unit in order to qualify for the permit. One of the problems with the latter, however, is the lack of pump out stations in Richardson Bay. There is one at Sausalito Yacht Harbor, but it is privately owned and the service charge is a whopping \$200!

Aramburu is also working with the Bay Conservation and Development Commission (BCDC) on a special area plan for Richardson Bay, which will look at the hydrology, water use, and other important issues, as well as the anchor-out situation. A public hearing about the plan was held on September 2nd. Houseboaters and other interested folks who'd like to be involved with the process should contact Jeff Blanchfield at BCDC by calling 557-3686.

a most serious gaffe

In last month's report on the Trans Tahoe Race (Volume 62, August, 1982), we made a most serious boo-boo when we said that Mickey Lowell's Tahoe 28 was made by Santa Cruz's Terry Alsberg. In reality, Homer Lighthall, also from Santa Cruz, is the builder. Homer built the Nelson/Marek-design as a one-off for Mickey, who owns part of Tahoe City's Sunnyside resort. Mickey campaigns the boat on the lake and has done pretty well so far. He took 8th overall in the Trans Tahoe, which had over 100 entries. Mickey is so excited about the boat that he has built a factory in San Diego and plans to start production soon. The first ten boats are reportedly already spoken for. Since the boat is not just for lake sailing, they



LATITUDE 38/SHIMON

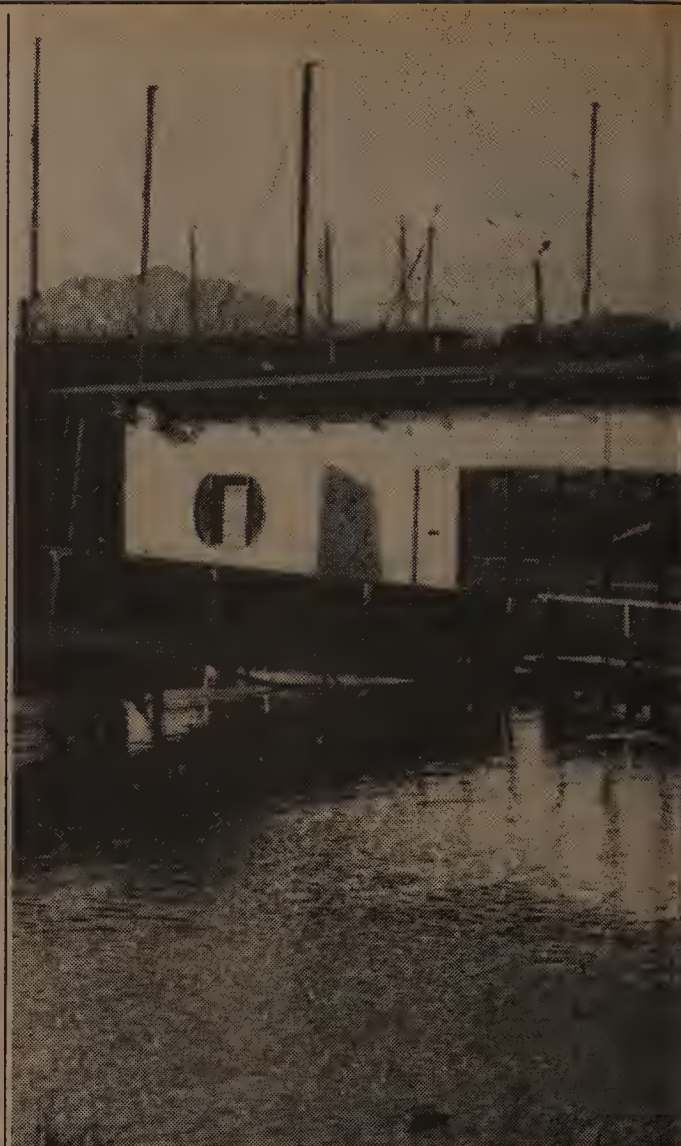
will change the name to the T28.

Homer, meanwhile, continues to build boats in Santa Cruz, although he admits he has more projects in mind than money to do all of them. He's waiting to see if he can go into production of his 30-ft. *New Wave*, the boat he won the 1981 Ano Nuevo race in. He's also contemplating another one-off. Besides that, he builds three sizes of ocean pulling boats with sliding seas (14-ft., 18-ft., and 23-ft.) and repairs boats.

prop talk

We didn't know much about props, which is why we took Bob Killian out to lunch recently. Bob is one of the experts who works at Pitchometer Propeller Co. in Alameda. We told him to give us an idiot's guide to props; we

cont'd on next sightings page



stuck in

There was a dinner at the Sausalito Cruising Club on Friday, August 20th, to celebrate the conclusion of the Club's Friday night race series. About half way through dinner, Ray Kuhn, who was eagerly awaiting the trophy she had won, began to notice people filing out the door. She wondered to herself "What's going on?" She ignored it until she began to notice her plate was sliding off the table. That's when she decided maybe she ought to vacate the premises, too.

Yes, the Sausalito Cruising Club sank that

flotsam

If the person who left their Laser rig floating in the bay on August 21 wants it back, send us a postcard with your name, address and phone number. The kind person who picked up the mast, boom and sail (brand new) just to the east of Angel Island's Quarry Point at about 3:30 p.m. would like to return it to the rightful owner. You also



LATITUDE 38/SHIMON

the mud

evening. Actually, it merely settled in the mud after one or more pumps failed, allowing water to fill up the area below the main floor. Dianne Chute, past commodore and bartender that night, says they check the pumps every day, but they figure one just gave out in between. The irony is that the club has raised \$120,000 for a concrete barge to put the clubhouse on and was expecting delivery in three or four months. The club is pressing ahead, however. It was refloated August 26th and open for business again by the following weekend.

jetsam

need to describe the colors of the sail — that way we'll know if you're the correct owner. If we don't hear from anybody by September 22nd, we'll assume whoever lost it either doesn't care or is too embarrassed to admit it, and we'll tell the finder to sell it to the highest bidder.

props — cont'd

supplied the idiot, he supplied the guidance.

One of the big buzz words in props is pitch. When someone says their blade has 12 inches of pitch, it means he gets a foot of progress per revolution. Of course, if two boats have props with the same pitch, but one is real heavy and one is real light, the light boat will go further per revolution than the heavy one. That discrepancy is referred to as slippage. The average cruiser can have up to 25 or 27% slippage.

Besides slippage, the other important number you have to know is the diameter. A prop's diameter is computed by doubling the distance from the center of shaft to the tip of one blade. On a two bladed prop, the diameter would obviously be from the tip of one blade to the other. On the three bladed one though, it wouldn't; hence the rule of doubling the length from shaft to tip.

The universal nomenclature for talking about a prop's dimensions is to say the diameter first and then the pitch. A 10-12 prop would have a diameter of 10" and a pitch of 12". Bob stresses that you *always* give the numbers in that order; he has an oddball 18-24 prop gathering dust in his shop because one guy insisted that's what he needed. As it turned out, what he really needed was a 24-18 prop.

The number of blades is also important. Two bladed props are better for speed. Fast runabouts use them, and they produce less drag on sailboats. Three bladed props have more drag, but offer more power. Ski boats use three bladers. On sailboats they give you better control and more efficient use of fuel.

For drag conscious sailors, both cruisers and racers, there are feathering and folding props. The blades on feathering props align themselves fore and

cont'd on next sightings page

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If you thought 40-ft. would be too much boat for two people to handle.

If you thought an Olson was an empty shell.

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Paula Blasier

Melinda Laudy

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Excellent Condition	"Pendragon"
36' CUSTOM FARR TRANSPAC WINNER Inquire	
"Sweet Okole"	

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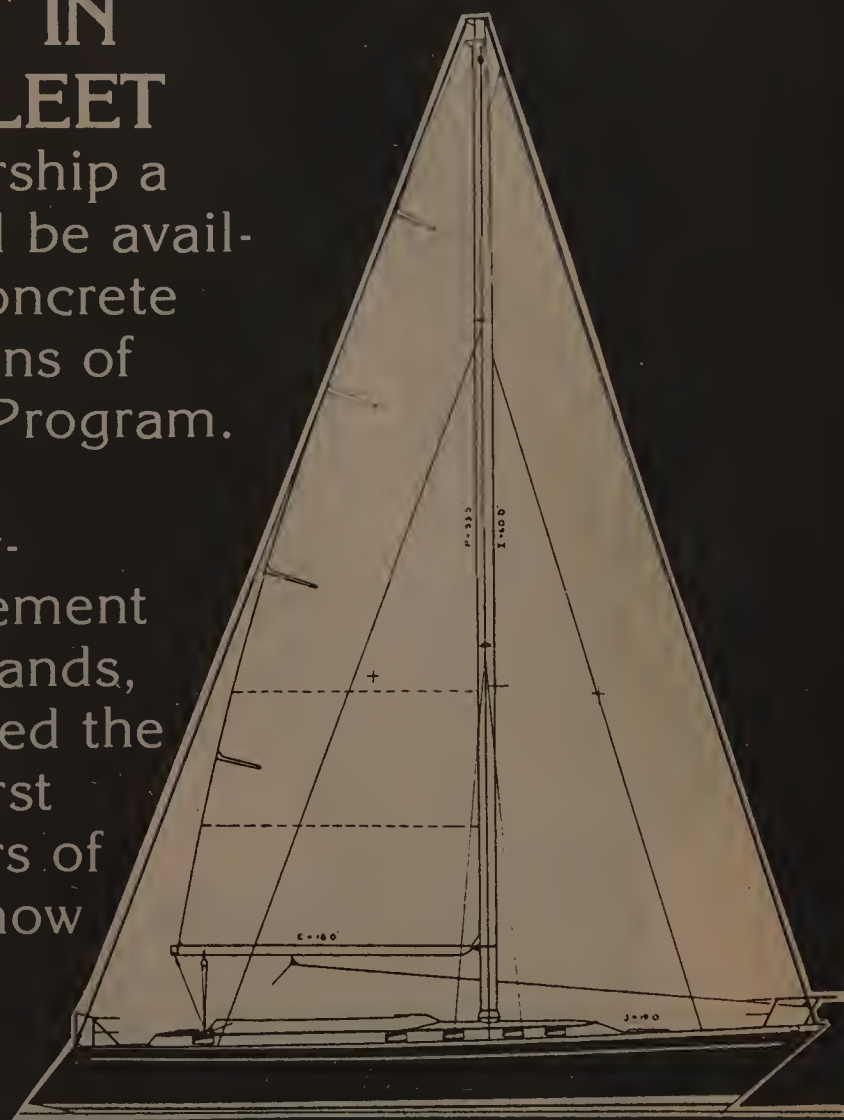
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Only six 47's and one 40 will be available nationally for year-end 1982 placements. If you would like further information concerning either traditional ownership or purchase for charter placement, please contact us at (415) 332-1130 or send in the request form.



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props — cont'd

aft when the engine is not in gear. Designed in the early part of the century, they have a system of gears in the hub of the prop which kick the blades into



LATITUDE 38/SIMON

their power-generating position once the shaft starts turning. One of the best known feathering props is the Luke, manufactured in East Boothbay, Maine. It's made out of manganese bronze, the standard material for most props today. There's also a lighter one built in Italy called the Max prop, which is used by some hot IOR racing boats. Folding props, as the name implies, simply close together when not in use and look like a fin, offering minimal resistance. When the shaft starts turning, centrifugal force causes them to open up and they bite into the water.

For full keel boats with a centerline shaft, Killian recommends a three bladed feathering prop. This will give you sufficient power when needed. If the prop is located behind a deadwood section of the keel where the water is disturbed, three blades will cut into the turbulence better than two. For boats with fin keels and spade rudders, he suggests a two bladed folding prop for smaller boats and a three blader for bigger boats, especially if you want to go cruising. Of course, he adds, there are always exceptions to the rule.

Two more things: Often, when the propeller shaft is aligned fore and aft, it tends to push the boat to one side or the other. This requires constantly using the rudder to maintain a straight course, which in turn creates drag and reduces fuel efficiency. If the shaft is angled anywhere from two to five degrees off center, this problem can be eliminated. This offcentering is usual-

cont'd on next sightings page

ancient

If the names Olin Stephens, C.A. Marchaj, Dave Hubbard and Rod Stephens mean anything to you, then you'll probably want to note October 30-31 on your calendar. That's the date for the Ancient Interface XII conference, to be held at the St. Francis YC. The gentlemen mentioned above, who have made significant contributions to sailboat theory and design, plus several others, will be presenting talks and papers on a wide range of sailing topics. Olin Stephens, who designed such classics as *Dorade* and *Santana*, as well as several America's Cup defenders, will give a retrospective on 50 years of yacht design. Marchaj, an English theoretician, will address yacht survival dynamics in heavy seas. While the papers presented at the symposium will be quite technical, the talks will be more geared for the general sail-

cost/pleasure

Ever wonder if your sailing investment is paying off? Alameda's Cameron Girton, who has sailed dinghies for years, went on his first long distance ocean race this year and afterwards gave that question some serious thought. Cam crewed on Scott Owen's *Santana 22 Pagan Baby*, which took 2nd overall in the July 2nd MORA race from San Francisco to San Diego. In trying to determine the cost effectiveness ratio of the trip, Cam devised a formula. He totalled the cost of the boat and the cost of preparing for the race, divided that number by the distance travelled and then multiplied the whole thing by a "fun factor" related to the final position in the race. First place gets a total of 1.01, second gets 1.02, third 1.03, and so on up to 99th place, assuming there are less than 100 boats in the race.

for once, a good idea

Back a few months ago the Reagan administration asked the National Oceanic and Atmospheric Administration (NOAA) to come up with a "maximum recovery cost for their services". After a little work they came up with a figure that suggested a price of \$45 for navigational charts.

Since similar charts now sell for less than \$5, most boatowners and boating organizations screamed bloody murder. Because of the protest and because this isn't France, the

interface xii

ing public. There will also be a film on the first hydrofoil sailboat and a demonstration of a boat that sails directly into the wind. What more could you want!

The cost for the weekend is \$30 with \$10 a day extra for lunch (Olin Stephens will speak at one of the luncheons). You can send your check, made out to "The Ancient Interface" directly to chairman Lewis Peach, Jr., NASA Ames Research Center, Mail Shop 210-9, Moffett Field, CA 94035. You can also call Lewis during the day at (415) 965-5469, or co-chairman Alan Adler at (415) 493-5231 in the evenings. The Ancient Interface is sponsored by the American Institute of Aeronautics and Astronautics and the Society of Naval Architects and Marine Engineers.

formula

For *Pagan Baby*, Cameron figured the boat's cost at \$6,000, the preparation cost at \$2,000, and the distance he rounded off to 500-miles. He multiplied the result, \$16/mile, by 1.02 and came up with a number of 16.32. Then he took the numbers for an Olson 30, such as Dick Heckman's 18th place finisher *Saint Anne* (\$74/mile times 1.18) and came up with 87.32. Obviously the formula is heavily weighed by cost — if *Pagan Baby* had finished 18th, her final total would have been 18.88, much lower than *Saint Anne's*. Cameron also cautions that it only really works well for one race or one series of races. We consider it a unique piece of thinking, and offers sailors a chance to take a hard look at where they stand in relation to the "fun factor".

from the government

House Merchant Marine and Fisheries Committee has suggested that perhaps the NOAA come up with a better idea. And perhaps they have.

The agency is currently considering copyrighting the charts and licensing commercial publishers to reprint them, thus allowing the competition of "free enterprise" to keep the cost of charts reasonable — and maybe even improve the quality of paper they're printed on.

props - cont'd

ly performed when the engine is installed in the hull.

Also, Killian suggests that anyone who is repowering their boat, i.e. putting in a new engine, should check to see what prop size the new engine can handle with the given gear box. He knows of several cases where people put in bigger power plant only to find they couldn't get a correspondingly bigger prop to fit!

And finally, Bob says to keep the prop clean and free from electrolysis by using zincs and regular maintenance. You want to watch out for spots, freckles or pits on the prop. If you hit something or need your prop reshaped, check with him. He's a demon with a hammer, as this picture shows.

the starkey system

After reading Stan Starkey's letter last month about his unique "work/sail" program aboard *Selene*, his 40-ft. Cheoy Lee yawl, we were curious to know



LATITUDE 38

more. Stan and Gail have owned the boat for seven years, and almost every weekend of the year they're either out sailing or working on it with a group of folks who earn their sailing time by doing maintenance chores. *Selene* has

cont'd on next sightings page

starky — cont'd

cruised both north and south, including an 18-month voyage to Mexico and the Caribbean, using this system.

The Starkeys originally invited friends from their small boat sailing days to help work on their boat in exchange for sailing. They realized that the 40-footer was too much for two to handle and they needed a steady supply of crewmembers. What they found was that after people worked on the boat, they felt more like they belonged. Stan, who keeps an informal log of the amount of time each person works, says some people are machinists and can help with the engine while others spend their time sanding. The system also screens out people who just want to go for a ride and not give anything back in return. Some people get very attached to the boat. Stan recalls one fellow who worked on the diesel, but moved away when he retired from his job. Before he left, he asked if he could have a picture of "his" engine. Gail adds that there are even some people who like to work on the boat and not go sailing!

The Starkey's are currently stripping the interior and redoing the teak inside (*Selene* is 14-years old). Their letter drew about two dozen calls and about half a dozen people have actually showed up to help. Stan draws up a schedule of work days and sail days and mails out copies so people can choose when they want to come. Asked whether he thought he was saving money, Stan said he's pretty sure they didn't on the Caribbean cruise. In the long run, however, he feels keeping the boat up to snuff will pay off. It also keeps him supplied with a steady crew, and for the crew, it's a way to go sailing regularly on a well-maintained yacht.

After tuning in our ears to ways boatowners have come up with to enlist crewmembers, we talked with Tudi Lundin. Tudi and her husband Gail recently completed their 37-ft. double-ended ketch *High Trim* and were eager to enlist help in learning how to sail it. They ran a classified ad which has drawn well and they found after a while that the crew suggested they should come help work on the boat! Tudi says they sail one evening a week and one weekend day, with work parties scheduled when the need arises. She feels the ad really made the difference. They didn't imply that they wanted to form any sort of intimate relationship; they simply said they had a nice boat to sail on. "We just asked for people who are pleasant and reliable," she says, "and that's what we've been getting."

boating classes

It's time to sign up for a boating class! Fall sessions for both the Coast Guard Auxiliary and the Power Squadron begin soon. They run up to 3 months, meeting once or twice a week in the evenings and the cost is minimal. For beginner, intermediate or expert, it's a chance to learn new skills or polish old ones. So what are you waiting for?

U.S. Power Squadron classes (for more information, call (415) 982-3883).

AREA	BEGINS	CONTACT	PHONE
Fairfield	Wed. 15 Sept.	Wally Bradley	(707) 422-8525
Larkspur	Tues. 14 Sept.	James H. Carey	(415) 454-2956
Martinez	Tues. 14 Sept.	David Beyer	(415) 932-1594
Novato	Thurs. 16 Sept.	James Prince	(415) 897-5650
Oakland	Thurs. 16 Sept.	C. Peterson Jr.	(415) 655-2454
Sacto (No.)	Tues. 7 Sept.	Harry Valentine	(916) 489-1359
Sacto (So.)	Thurs. 2 Sept.	Harry Valentine	(916) 489-1359
San Francisco	Thurs. 16 Sept.	Lloyd Davis	(415) 665-3056
San Leandro	Thurs. 9 Sept.	John Canty	(415) 483-0263
San Mateo	Weds. 22 Sept.	Jim Konig	(415) 365-DORY

cont'd on next sightings page

singlehander saved,

The German yacht, *Pepina*, a 52-ft. steel ketch which visited the bay area last year, struck an underwater object 90 miles NE of Coff Harbor, Australia (between Brisbane and Sydney) on August 4th at 2115 Australian time. The damage was so severe that the pumps could not keep up. Singlehanded skipper Kurt Priester put out a mayday, which was picked up by the Australian Coast Guard. A Focke seaplane dropped emergency gear and reconfirmed his position. The skipper switched on his emergency locator beacon and waited until 2340 before entering his liferaft. Twenty minutes later the \$500,000 yacht sank, much to the dismay of the watching skipper.

In the meantime the Australian Coast Guard had rerouted the oil tanker *Rodi D* to the scene, which arrived the next day. Kurt spent 10 hours in the raft, never getting his feet wet, and had drifted 10 miles south. He wants all his friends to know he is well taken care of and in fine spirits as a passenger on his way to the Australian west coast.

Kurt Priester made many friends during his stay in San Francisco bay and has crossed the Pacific many times. He is sure he hit a cargo container which had fallen off a freighter. During his travels he has seen (as have others) many of these contraptions floating all over and damaging propellers on large

stone witch rides again

Alan Olson's 54-ft. square topsail schooner *Stone Witch* can be seen cruising the bay these days, and sometimes the crew is a dozen inner-City teenagers and a couple of S.F. cops. *Stone Witch*, well known for her anti-nuke activities off Diablo Canyon, is participating in the S.F.P.D. Youth Adventure program, which puts cops and youths who have shown tendencies to fall afoul of the law together in non-urban activities such as backpacking and sailing. Olson, who also charts *Stone Witch* for day sails and expeditions, has taken several groups out this summer and says each time they've been great. He's planning more trips with kids from halfway homes as well as handicapped youth.

If you'd like to get involved with these activities, the organizers would love to hear from you. Officers Tim Foley and Walter Scott can be reached at 553-1348 and would like others to offer their boats for the

boat lost

vessels.

In conclusion, the maritime world should take notice of the damage these cargo containers cause, not only to the environment, since many contain toxic cargo and chemicals, but also to big shipping as well as boating, yachting, and whatever. It would be wise to have the containers fitted with soluble plugs on all four corners to make the



COURTESY HARRY BRAUN

damn thing sink within a few hours. Maybe we can find a congressman to take up the issue?

— *harry braun*



LATITUDE 38°S/SHIMON

S.F.P.D. program. Alan Olson's number is 431-4590, and he also has a work-exchange opportunity: twelve hours of maintenance aboard *Stone Witch* earns you a six hour sail.

cg classes — cont'd

San Rafael	Weds. 15 Sept.	James H. Carey	(415) 454-2956
Santa Clara	Weds. 29 Sept.	Don Hardy	(408) 356-7037
Stockton	Weds. 8 Sept.	Don Ford	(209) 462-7787
Walnut Creek	Thurs. 16 Sept.	David Beyer	(415) 932-1594

Coast Guard Auxiliary classes (for more information call (415) 556-5310):

CITY	DATE	CONTACT	PHONE
Alameda	13 Sept.	Lynn Loudon	(415) 530-4457
Alameda	4 Sept.	Hal Godchaux	(415) 521-5553
Antioch	9 Sept.	John Morris	(415) 684-3291
Arroyo Grande	9 Sept.	Art Corwin	(805) 489-9760
Berkeley	7 Sept.	Cliff Smith	(415) 893-9095
Fairfield	8 Sept.	Len Friesz	(707) 422-6302
Fremont	13 Sept.	Jerome Boutte	(415) 792-2457
Fresno	13 Sept.	Carl Massie	(209) 224-2922
Hayward	14 Sept.	E. Stillman	(415) 782-5709
Merced	5 Oct.	Suzy Krepes	(209) 722-5962
Modesto	2 Sept.	Elmer Abel	(209) 634-4712
Modesto	2 Sept.	Elmer Abel	(209) 634-4712
Moss Landing	8 Sept.	Dave Story	(408) 728-4740
Mt. View	7 Sept.	Mitch Bain	(415) 961-2875
Oakland	13 Sept.	Lynn Loudon	(415) 530-4457
Oakland	14 Sept.	Robert McCarthy	(415) 832-6446
Petaluma	15 Sept.	George Hayes	(707) 762-4047
Pittsburg	7 Sept.	Russ Gibbons	(415) 432-6843
Pleasanton	22 Sept.	James King	(415) 443-0958
Richmond	7 Sept.	Caroline Erbele	(415) 235-0664
Sacramento	25 Oct.	Marion Fredericks	(916) 334-3184
San Francisco	22 Sept.	Geo. Hagerman	(415) 981-1796
San Francisco	14 Sept.	Geo. Hagerman	(415) 981-1796
San Leandro	8 Sept.	Alfred Gabriel	(415) 351-2100
San Luis Obispo	16 Sept.	Alex Shutz	(805) 528-2632
Santa Cruz	7 Sept.	Rob Schweighardt	(408) 478-8677
Santa Rosa	9 Sept.	Larry Kubo	(707) 539-9409
Saratoga	21 Sept.	Marge Saxton	(408) 265-7845
Saratoga	14 Sept.	Marge Saxton	(408) 265-7845
Sausalito	9 Sept.	Vincent McCarthy	(415) 456-9303
Sonoma	14 Sept.	Donald Legrand	(707) 255-8732
S. San Fran.	16 Sept.	Frances Teasdale	(415) 355-4736
S. San Fran.	16 Sept.	Frances Teasdale	(415) 355-4736
Stockton	9 Sept.	Armon Cravens	(209) 477-3964
Ukiah	28 Sept.	Jane Rizer	(707) 485-8882
Vallejo	13 Sept.	Bob Phifer	(707) 552-2946
Vallejo	13 Sept.	Bob Phifer	(707) 552-2946
Walnut Crk	8 Sept.	Bill Palmer	(415) 228-6235
Walnut Crk	8 Sept.	Bill Palmer	(415) 228-6235
San Mateo	9 Sept.	Bill Crane	(415) 871-4982
San Mateo	9 Sept.	Bill Crane	(415) 871-4982
Estudillo	15 Sept.	Wally Rettig	(415) 522-8700

on the racing beat

Summer is the time when the racers love to hold their championships, so now that summer is ending it's time to tell you about what happened.

Last month we mentioned that Bill Lee's Santa Cruz 50's finished 1, 2 and 4 boat-for-boat in the Victoria-Maui Race. Also competing were Richmond YC's Ben Choate and Don Morrison, who helped the C&C 40 *Okanagan Express* to finish 1st on elapsed and corrected time in Division 3. Ben, who served as sailing master/tactician, says they were some 500-miles behind the Kauai crewed TransPac fleet and monitored their radio reports. With that information, they decided to go south and made out real well.

On July 5-9, another Richmond contingent, headed by Lynn Huntley and

cont'd on next sightings page

SIGHTINGS

racing — cont'd

Rod Park, sailed the Olson 30 *Centurion* to a close 2nd in the North American championships on Puget Sound, Washington. Lynn, who organized the project, says they were really fast in the light airs, winning 2 of the 3 last races. Nevertheless, they fell 1.25 pts. short of the leader, Bob Fletcher's *Rush* from Seattle. Santa Cruz's Jay Bennett, sailing *Kabala*, ended up 5th in the 16-boat fleet.

We also reported in August that the Nonsuch 30 had won the Island YC Silver Eagle Long Distance race on July 17-18. After *Nonsuch* withdrew from the race (for having flown too many sails), the winner's trophy passed to

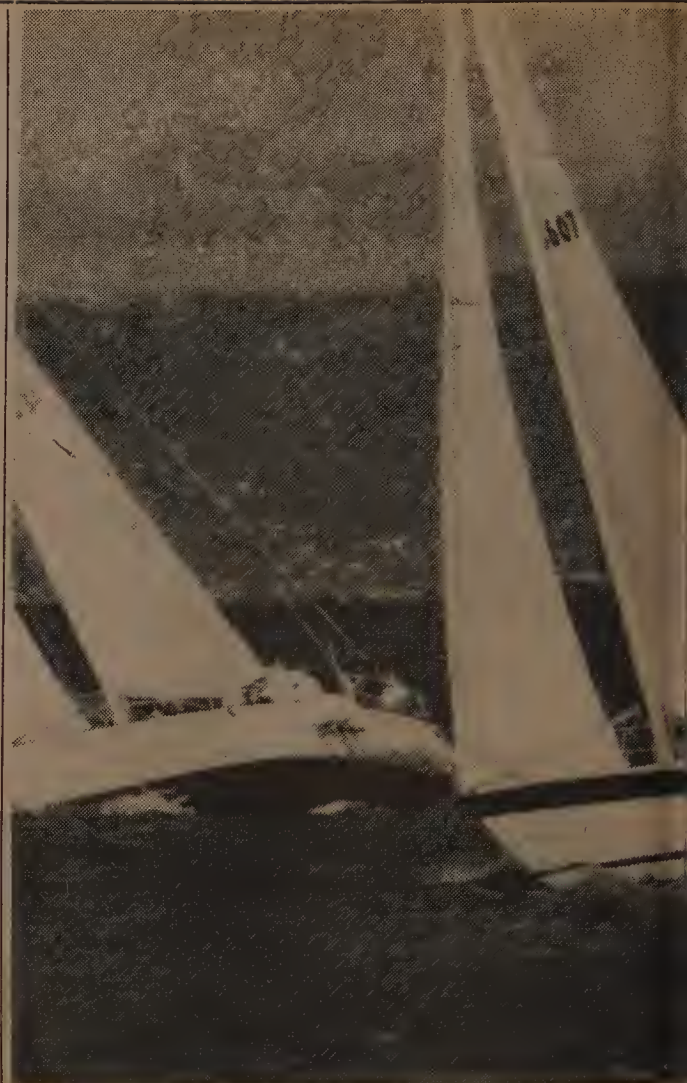


Richard Leute.

Richard Leute, skipper of the Esprit 37 *Rosy Option*. Richard, an international businessman, has only been racing a couple of years on the bay, although he used to sail Dragons in Germany. He ascribes his success to his crew's ability to concentrate totally on the race for the full 14 hours it took to complete the course. Last year, he says, they were sporadic, but this year "we really got our act together." The simple fact that the crew, most of whom sailed with him last year, knew better how everything worked made a tremendous difference. He also says his boat, designed and originally owned by Robert Perry, was well suited for the mostly reaching course.

Meanwhile, down south in Smog Town, three bay area women's teams competed in the Adan's Cup semi-finals. The winner of this five race series got to go to the finals, emblematic of the national women's sailing championship, at Lake Ray Hubbard, near Dallas, Texas. Unfortunately, none of our heroines made it, although San Francisco's Anne McCormak came mighty close. Sailing with Anne Toschi and Tory Burke, Anne had three 1sts, including the finale. She could only watch helplessly as Newport Harbor's Vickie Call squeaked in with a 4th place to win the series by half a point! Also sailing for SFYC were Marcia Peck, with Pam Eldredge and Julie Carapanos, and Susie Wosser, with Dorothy Darden and Elizabeth Baylis. Susie's crew

cont'd on next sightings page



brisbane

If you've driven south on Highway 101 from San Francisco recently, you've probably noticed a space age looking building and a lot of dirt on the left about 2 miles past Candlestick Park. It's the new Sierra Point development, which includes an office park as well as a 20-acre marina, named for the city of Brisbane in which it resides. The concrete breakwater is already completed and the 573 berth plus facility is scheduled to be open by next spring. According to a press release from the City of Brisbane's City Manager, Richard Kerwin, they began taking reservations for slips at the beginning of August. Slips range in size from 30-ft. to

on

If you're wondering where regular contributors Max Ebb and Sampson of Sightings are this month, they just took a little vacation and we will see to it they return next month. Also we'll have a report on how Australian



EDGAR BOLANOS

Evan Dailey's *Fast Friends* won the Santana 35 Nationals.

marina

66-ft., with some room for boats up to 100-ft. Kerwin goes on to say that since the marina is "being constructed without outside public funding from either state or federal governments . . . berthing fees will not be artificially low as is frequently the case with public marinas." The *real* (is it high or low?) fees are \$4.00 per lineal foot for single finger and \$4.25 for double finger slips.

The Brisbane Marina is just one of several projects under way in the bay area to provide more berthing. We wrote about these marinas last year and plan to bring you more updates next month.

vacation

Grandma Ann Gash did *not* make the August 28th start of the BOC singlehanded Around-the-World race off Newport, R.I. Stay tuned for details.

racing — beat

did manage to win the Shipshape award for keeping their boat the cleanest and neatest. That's a big deal because they usually only make that award at the finals, not at the regional regattas.

The annual Pacific Interclub Yacht Association (PICYA) championship series, including the Big and Little Lipton, the Larry Knight and CHISPA trophies, were held off the St. Francis on July 24-25. After sweeping all four events last year, the Richmond YC could only manage one this time around. The Bill Claussen/Jim Lindsay team aboard the J/24 *Albino Kermit* triumphed again in the Little Lipton, taking two 1sts and a 2nd. Second was Andy Bassis sailing *Wonder Woman* for the SFYC. In the Big Lipton, Roger Hall's *Serendipity 43 Wings* scored a 21 second win for the St. Francis YC over San Francisco YC's Kaufman 41 *Damn Near*, skippered by Jeff Madrigali. The St. Francis also won the Larry Knight with Harry Allen's J/24 *Darvon* and the CHISPA with Russ Sylvestri beating SFYC's Chris Perkins in Lasers.

On August 9-13, 62 boats participated in the Midget Ocean Racing Club (MORC) Internationals at Marina del Rey. Locals attending were Alameda's Carl Schumacher and Santa Cruz's Terry Alsberg. Carl was sailing one of his new designs, the Capo 26 and placed about 6th in the class and 13th overall. Alsberg, in another Schumacher design, the Express 27, was right behind him. While Carl wasn't overly pleased with his own performance, he did take solace in the 2nd in class and 3rd overall position of another of the Capo 26's, sailed by A. G. Kading of Dana Point. Carl adds that the five races, three Olympic courses and two distance races were held in mild weather and 10-12 knot breezes.

The Burns 21 Association held their nationals on August 21-22, sponsored by the Encinal YC in Alameda. Thirteen boats showed up for competition on the Estuary Saturday, followed by a south bay race on Sunday. First

cont'd on next sightings page

racing — cont'd

overall was Steve Cherry of Santa Cruz in his red *Wild Cherry*, followed by San Mateo's Chuck Warren on *Rhiannon* and Skip Rotticci of Lafayette sailing *Silver Gael*.

Looking ahead to the near future, the Etchells 22 fleet will have their world championships here on the bay from September 1-9. The 6 race series will be run on the Berkeley Circle by the St. Francis YC. Expected are up to 45 boats, including 14 Australian, 5 from Hong Kong, 1 English, 5 to 7 from the East Coast, 3 from Seattle, 7 from SoCal, and the rest from San Francisco bay. The seven qualifiers from the bay area are John Bertrand, Randy Hecht, Chuck Findlay/Jeff Madrigali, Don Whelan/Dick Clark, Don Jesberg, John Ravizza and John Buestad. Bertrand is considered a favorite, but he will have some stiff competition from Etchells veterans Dave Curtis from Marblehead, Mass., who's won three times already, Barry Nesbitt and Peter Antill of Australia, and Tim Hogan from Newport Beach.

No matter the outcome, Bertrand is planning to fly to Newport, Rhode Island, immediately after the Worlds to sail another Etchells in the *Yacht Racing/Cruising* Hall of Fame Regatta. Sponsored by the east coast magazine, the event will draw the heavies of the sport such as Paul Elvstrom, Ted Hood, Dennis Conner, etc., for an ultimate showdown. John, still only in his mid-20's, is the youngest Hall of Famer on the list — not too shabby for a hometown kid.

big boat preview

You can look at the Hawaii Clipper Cup as the premier IOR event in the western hemisphere this year, or you can look at it as a feeder race to the St. Francis YC. Certainly both are true. Many of the stars of the Clipper Cup will be here for the first start on September 19th, as well as local entries, some of which are brand new and some veterans of the week long classic.

This is the year of the maxis at the Big Boat Series, with Jim Kilroy's 81-foot *Kialoa*, Bob Bell's 80-foot *Condor of Bermuda* and 78-foot *Condor*, and Edward Dietrich's 61-foot *Triumph* attending. *Windward Passage*, William Johnson's 73-footer, will be unable to make it because of her broken mast in the Clipper Cup. *Kialoa* and *Passage* have had some great battles in the past, and it's too bad they won't be able to tangle again for the spectators ashore. Nevertheless, watching these four giants, with masts towering a hundred feet in the air and crews the size of almost two football teams — it's a thrill.

No less exhilarating will be the action in the smaller boats, that is if you can call Clay Bernard's 49-ft. *Great Fun* "small". Certainly their reputation, if nothing else, is gargantuan. They blitzed the competition last year in the City of San Francisco division and brought home a truckload of trophies from Hawaii. Dave Fenix's 55-foot *Bull Frog* is no patty cake either, nor is New Zealand's *Jumpin' Jack Flash*, a 50-footer. The list goes on and on.

One of the new boats on the course will be Les Harlander's 40-foot *Mirage*, which has been painstakingly put together by Don Peters et al at Cal Coast Marina in Richmond. Everything from the keel to the masthead came from Les's own drawing board, where he usually designs supertankers. The hull has a unique system of integrated longitudinal stringers which are molded into the original layup. They're clean and functional — you can see them in the cabin — and they're supposed to make the hull stronger. The boat weighs 17,800 pounds, of which 10,000 pounds is in the keel. The mast towers 60-feet off the deck and has three spreaders and a set of jumpers for the 80% rig. Les and a gang of Richmond sailors have been crash testing the boat for the past month and hope to put on a good show off the St. Francis. Harlander sailed his C&C 40 *Mirage* (now *Impetuous*) to several division

cont'd on next sightings page

busted in paradise

Dan Newland managed to sail all the way from San Francisco to Kauai alone on his new, customized Wylie 34 *Pegasus* without losing his noodle thin, triple-backstay supported mast. While competing in the Sauza Cup in the islands, however, his fortune ran out. You can see the result here, the shorn mast and spreader looking a bit forlorn.

ken roberts,

Ken Roberts, a British paraplegic sailor who is one of 200 national coaches appointed by the Royal Yachting Association, is currently visiting the United States on a Winston Churchill scholarship. He's here to collect information on water sport programs for disabled people, and he was the guest of Pacific Gateway Institute in Sausalito while in the Bay Area the last two weeks of July. Pacific Gateway Institute has been providing sailing experiences on cruising boats for 3 years and has developed special adaptations for disabled sailors.

Thirteen years ago, Ken, a keen dinghy sailor, fell out of a tree in Zambia, and broke his back. Confined to a wheelchair, he thought his sailing days were over until he saw a sailing course advertised for disabled people on the River Thames. Fearful, but determined, he was placed with an instructor in a Mirror class dinghy. "After a few minutes in the boat, my instructor could see that I knew what I was doing," Ken said. "So he just got out at the dock and pushed me off on my own. From then on, it has been as if a series of doors have opened for me, and it's still that way." Ken progressed through the rigid set of exams towards his coach's license. He now teaches sailing and rescue boat handling to able bodied and disabled sailors alike.

Ken was the guest of honor at a showing of the film *Open Boating* which documents



LATITUDE 38

capable disabled

the program at Oakland's Lake Merritt. The film is the brainchild of quadriplegic Richard Olcese, who, after sailing with Pacific Gateway, became the director of the Water Sport program on the Lake. Ken spoke afterwards on the need for disabled sailors to mainstream into the sailing community. He supports the program that Pacific Gateway will launch this fall to bring the film to yacht clubs and other interested bay area groups with the objective of getting boat owners to regularly take on disabled crewmembers.

Ken believes disabled sailors have to prove they can participate fully. He spoke to an awed audience of his pet project. "We are going to sail a disabled crew in the Whitbread Round the World Race in 1985-6. We already have the sponsorship of the United Nations and the boat will fly the U.N. flag with the sail number U.N. 1." His audience of disabled people responded with applause. "Can we go?" was their reaction. Disabled sailors will be selected for each leg from the continent to which the leg is sailing. The boat will be named for her sponsor and Ken is currently seeking financial commitments. Pacific Gateway will sponsor U.N. 1 and hopes to generate local interest in training a strong bay area group of disabled sailors, some of whom may participate in the race. Anyone interested in supporting the program should call Anne Barar at 456-2494.

big boats - cont'd

wins in past Big Boat Series, so he knows his way around the course.

The races will start off Treasure Island as they did last year, with one weather mark off Crissy Field and another near Horseshoe Bay just to the east of the Golden Gate Bridge's north tower. Spectators can view the races from shore along the City Front or from Yellow Bluff. Races on Sunday, Monday, Friday and Saturday start at 1:00 p.m. and on Wednesday at 8:00 p.m. Also due to the incredible congestion that has plagued the parking lots around the St. Francis YC, the Parks and Rec Department will close the entire area to spectators. There will be parking at nearby Crissy Field in the Presidio, with shuttle busses to ferry you to the yacht club area. To get into the St. Francis YC itself, you'll have to be a member or a racing crew.

big boat list

Boat	Type	Rating	Owner	Yacht Club
Condor	Sharpe 78	69.7	R. A. Bell	RBYC
Kialoa	Holland 41	69.6	Jim Kilroy	StFYC
Condor of Bermuda	Holland 80	68.5	R. A. Bell	RBYC
Triumph	C&C 61	52.6	Edward Dietrich	SDYC
Swiftsure	Frers 58	48.4	Sy Kleinman	StFYC
Jumpin' Jack Flash	Davidson 50	48.3	Marine Export	RNZYS
Bull Frog	Peterson 55	44.6	David Fenix	StFYC
Zamazaan	Farr 52	42.1	Larry Stewart	SYC
Great Fun	Davidson 50	40.8	Clay Bernard	StFYC
Sanguind	Farr 48	40.1	Jerald Jensen	MYC
Lightning	S&S 57	38.8	John Woodley	Seattle
Annabelle Lee	Peterson 48	38.1	Bill Clute	StFYC
Pegasus	Holland 46	36.4	Al Cassel	BCYC
Pendragon	Davidson 45	35.3	John MacLaurin	StFYC
Secret Love	Peterson 45	35.0	Bradley Herman	DRYC
Immonette	Frers 46	34.5	R. F. Cottrell	StFYC
Electra	Peterson 45	34.4	Allan Simon	Sowestrn
Illusion	Choate 44	34.1	Ed McDowell	KHYC
Monique	Farr 13m	33.9	Chris Gasparich	StFYC
Confrontation	Davidson 45	33.8	Dave Fladlien	SFYC
Celerity	Serendipity 43	33.4	Wm. Ostermiller	BCYC
Scarlett O'Hara	Peterson 43	33.3	Monroe Wingate	MYC
Wings	Serendipity 43	32.8	Roger Hall	StFYC
Free Enterprise	Serendipity 43	32.2	Richard Ettinger	NHYC
Clockwork	Serendipity 41	32.2	Lee Otterson	SFYC
Zingara	Soverel 39	32.2	Zingara Racing	StFYC
Brooke Ann	Nelson/Marek	32.2	Larry Harvey	SDYC
Insatiable	Serendipity 41	32.1	Tom Armstrong	CYC
Irrational	Peterson 41	32.1	Jaren Leet	StFYC
Leading Lady	Peterson 40	31.8	Bob Klein	RYC
Compass Rose	J/36	31.7	Tom Murphy	StFYC
Tomahawk	Holland 43	31.7	John Arens	BYC
Damn Near	Kaufman 41	31.5	Bert Damner	SFYC
Love Machine V	Peterson 40	31.5	Jack Butefish	CYC
Mirage	St Francis 40	31.3	Les Harlander	StFYC
High Risk	Frers 40	31.3	James Mizell	StFYC
Cadenza	Peterson 40	31.2	Carl Eichenlaub	SDYC
Apogee	Peterson 39	31.0	Milt&Marty Vogel	LBYC
Flasher	Frers 40	30.6	Laurie Timpson	RYC
Rodeo Drive	Choate 40	30.4	Roger Chittum	PMYC
Lois Lane	Wylie Custom	30.3	Bill Erkelens	StFYC
Salt Shaker	Peterson 39	30.1	Lee Tompkins	OYC
Impetuous	C&C 40	30.0	Myron Erickson	RYC
Sweet Okole	Farr 36	30.0	Sherry Wilson	CYC
Bravura	Frers 46	N/A	Irv Loube	RYC
Checkmate	Peterson 50	N/A	Monte Livingston	N/A

The Hood Integral System-System 3

System 3 is a Special Hood Sea Furl,TM Roller-Furling Genoa and MP-STM (Multi-Purpose Spinnaker) designed to work together as a unique system for greater cruising performance.

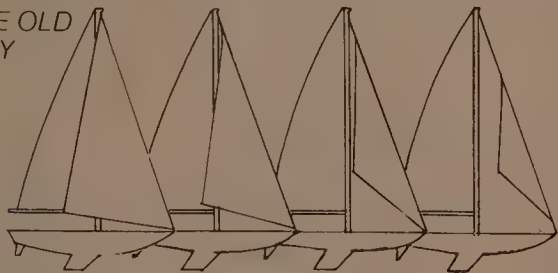
Think about it: *“The wind is growing stronger...the swell is rising... it's getting rough...it's getting calm.”*

Sail changes are frequent. The winches never stop working. Neither does the crew. Hood System 3 was designed to end wrestling with the sails and hanks, or cramming sails into bags, and eliminating the need to store numerous sails. System 3 is exactly what you'd expect of Hood's 35 year tradition of quality innovations and technical expertise.

From the designer's bench to computer analysis, the total effort of Hood's team of sailors, engineers and designers went into the construction and testing of System 3, to give you maximum utilization of your boat.

System 3 is designed to combine 3 integral units to give your boat greater efficiency, convenience and performance. Constructed with the same technological expertise that went into winning the America's Cup, OSTAR, SORC and Whitbread Round the World races. Hood's combination of a Sea Furl, roller-furling genoa and MP-S provides a unique new concept in cruising performance for your boat.

THE OLD WAY



A full inventory of sails is needed for different weather conditions. 4 or more crew members are needed to change sails and handle winches.



The sail inventory takes up a lot of storage space.



SYSTEM 3

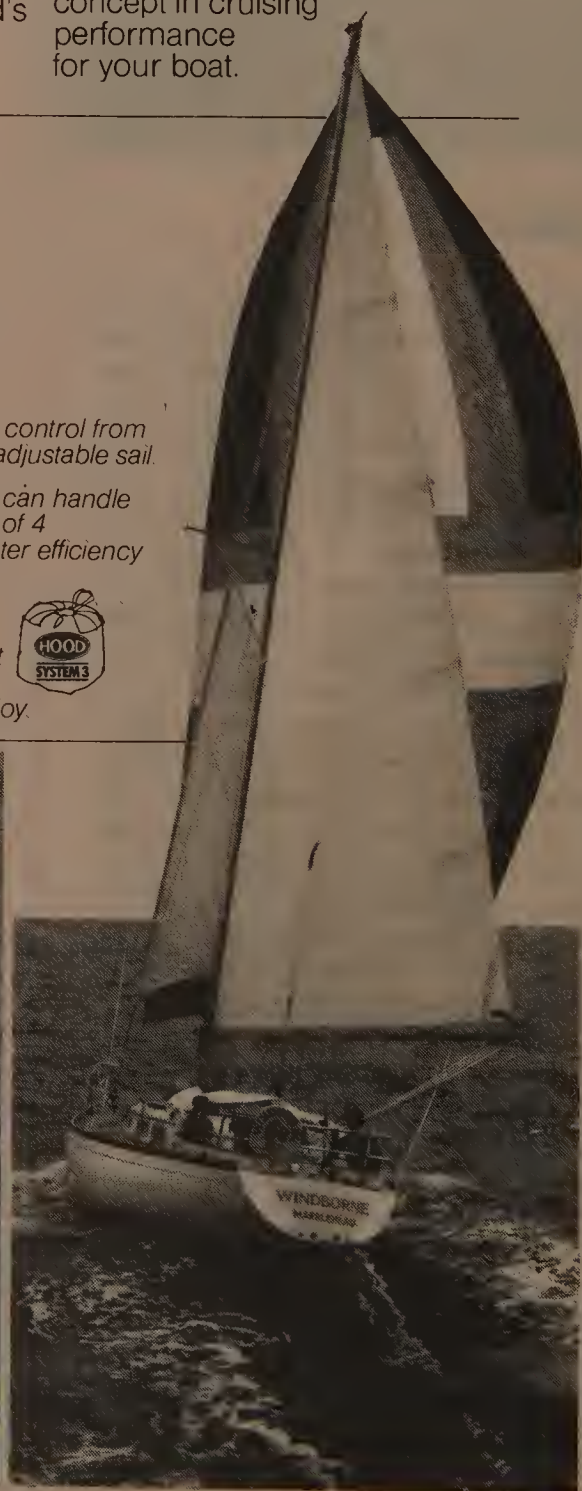
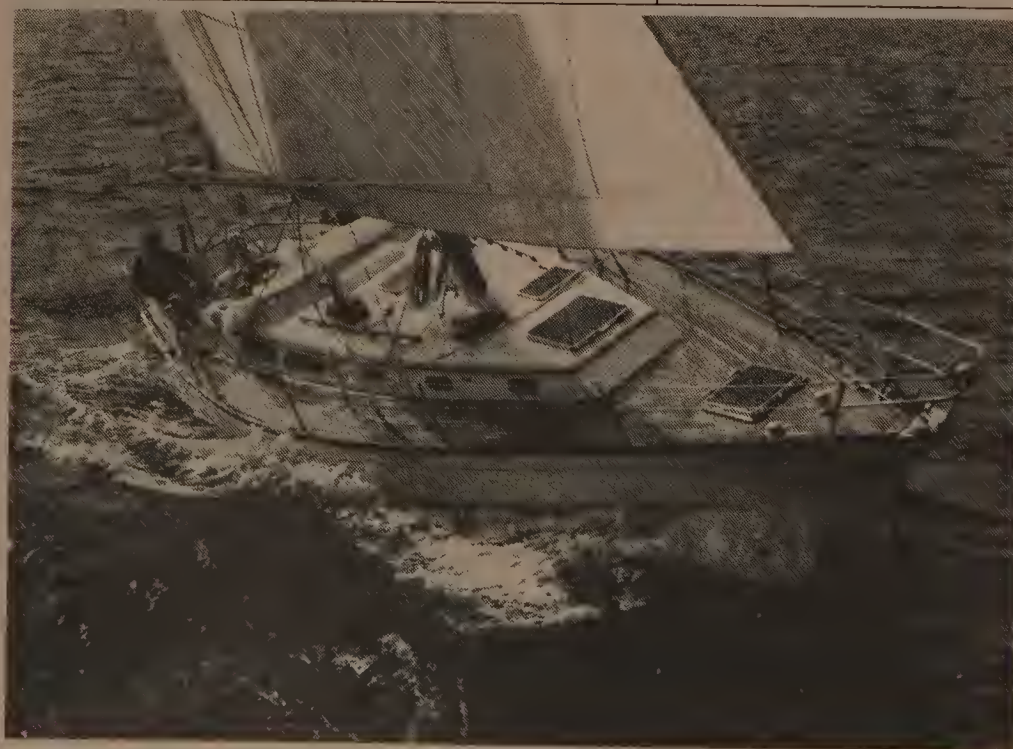


System 3 gives you finger tip control from the cockpit over an infinitely adjustable sail.



2 people can handle the work of 4 with greater efficiency and ease

There is only one light-weight sail to store, the Hood MP-S, giving you more space to enjoy.



HOOD SEA FURL™

HOOD ROLLER FURLING GENOA

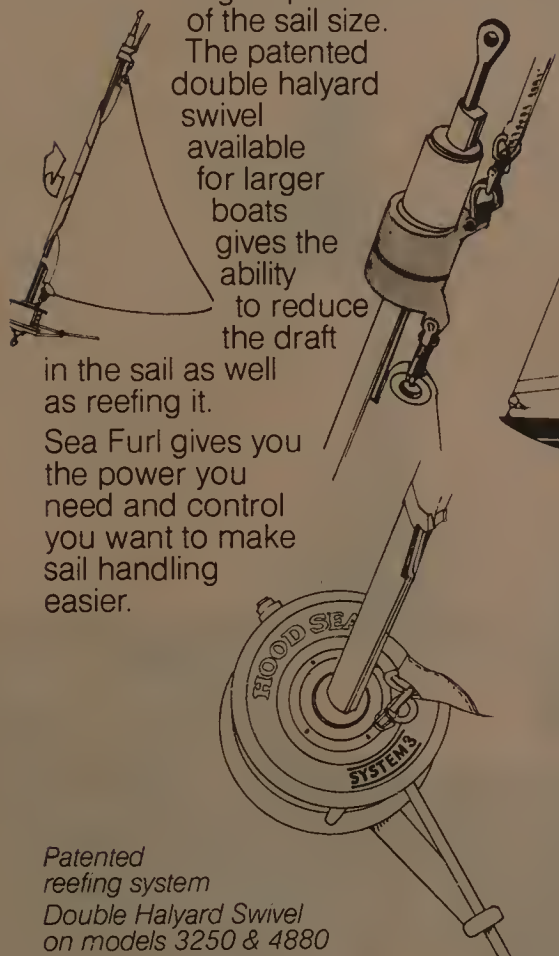
HOOD MP-S™

The Hood Sea Furl is a furling system designed especially for reefing of headsails to give precise finger tip control of the sail size.

The patented double halyard swivel available for larger boats gives the ability to reduce the draft

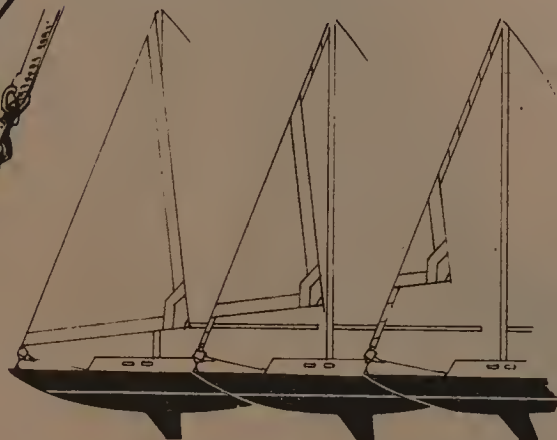
in the sail as well as reefing it.

Sea Furl gives you the power you need and control you want to make sail handling easier.



Patented reefing system
Double Halyard Swivel
on models 3250 & 4880

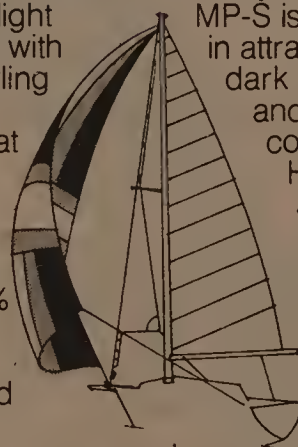
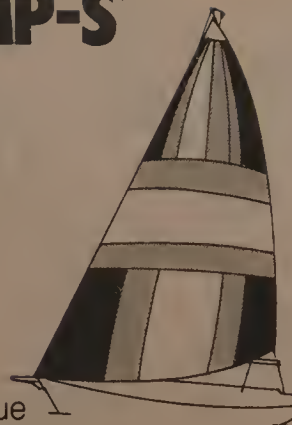
The Hood Roller Furling Genoa is designed specifically for System 3. To be used as anything from a genoa to a storm jib. Hood's design and strong construction



of this special genoa gives light air performance combined with convenience. This roller furling sail is constructed of Hood cloth, easy to furl fabrics that won't lose their structural properties over the years. The leech and foot panels which serve as your cover are made from Hood 100% Eclipse, a totally ultraviolet cloth that gives total protection from the sun and longer life to the sail.

The Hood MP-S (Multi-purpose Spinnaker) is a true cruising sail. An easily handled headsail computer designed for stability and efficiency. It's cruising made easy without complicated spinnaker gear. The Hood MP-S is constructed of Hood nylon cloth; tear resistant and tightly woven. It offers low porosity for efficient sailing without the use of fragile resins that make sails stiff and difficult to handle.

The System 3 MP-S is available in attractive dark blue, light blue and white pattern, and comes with the Hood Squeezer, a take down device that enables you to set or douse the MP-S in a neat tube that's easily packed in a bag for storage.



SYSTEM 3

The Integral System from Hood technology

each component developed and designed to work together for maximum performance and value.

- A Sea Furl and 2 Hood sails designed for one integral system that adapts to any boat 25' and up.

- 2 people can handle a boat easily, for more time on your boat.

- Gives maximum utilization of your boat for more cruising convenience with performance.



Forward us information about your boat and we will be happy to send you a System 3 quote especially for your boat.

Name.....

Address.....

City/State/Zip.....

Telephone.....

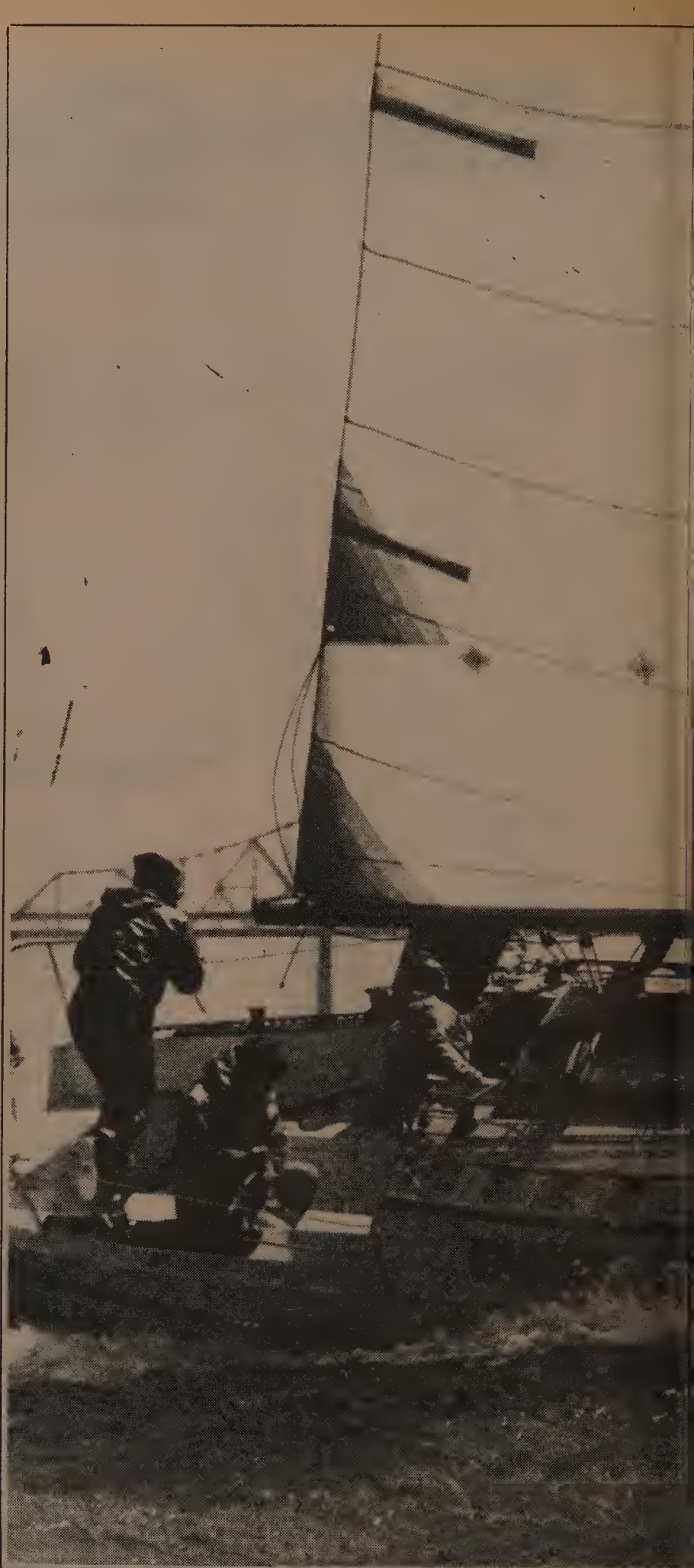
Type/Length of Boat.....

RETURN COUPON TO: **HOOD SYSTEM 3**
861 WEST 18th STREET, COSTA MESA, CALIF. 92627 (714) 548-3464

Two words keep coming up when people discuss the Newport 30 — roominess and racing. The time proven Gary Mull design, which first appeared in 1967, has the magic combination of comfy cruising capabilities and quality fleet and handicap racing. There are 70 Newport 30's on the bay at present, many of which are racing YRA regularly this year, and their numbers are growing.

The first Newport 30 on the bay was Bill Clute's *Arriba*, but cruising wasn't the only thing on his mind. *Arriba* fared quite well in the MORA ocean racing fleet for boats 30-ft. and under, both with Clute and later for Ed Thomson, the current owner. Ever since then, Newport 30's have been successful competitors, both in handicap and one-design contests.

One of the brightest racing showcases for the Newport 30 has been the annual Larry Knight Perpetual Trophy, for boats with PHRF ratings from 168 to 180. The Newport 30 falls right in the middle



Currently, there are half a dozen Newport 30's racing in MORA, and 22 hitting the line for the one-design YRA racing on the bay. The fleet races both with and without spinnaker, with separate scoring for each. Other dates on the Newport 30 racing calendar are the numerous club races around the bay, the Mid-Winter series, and the

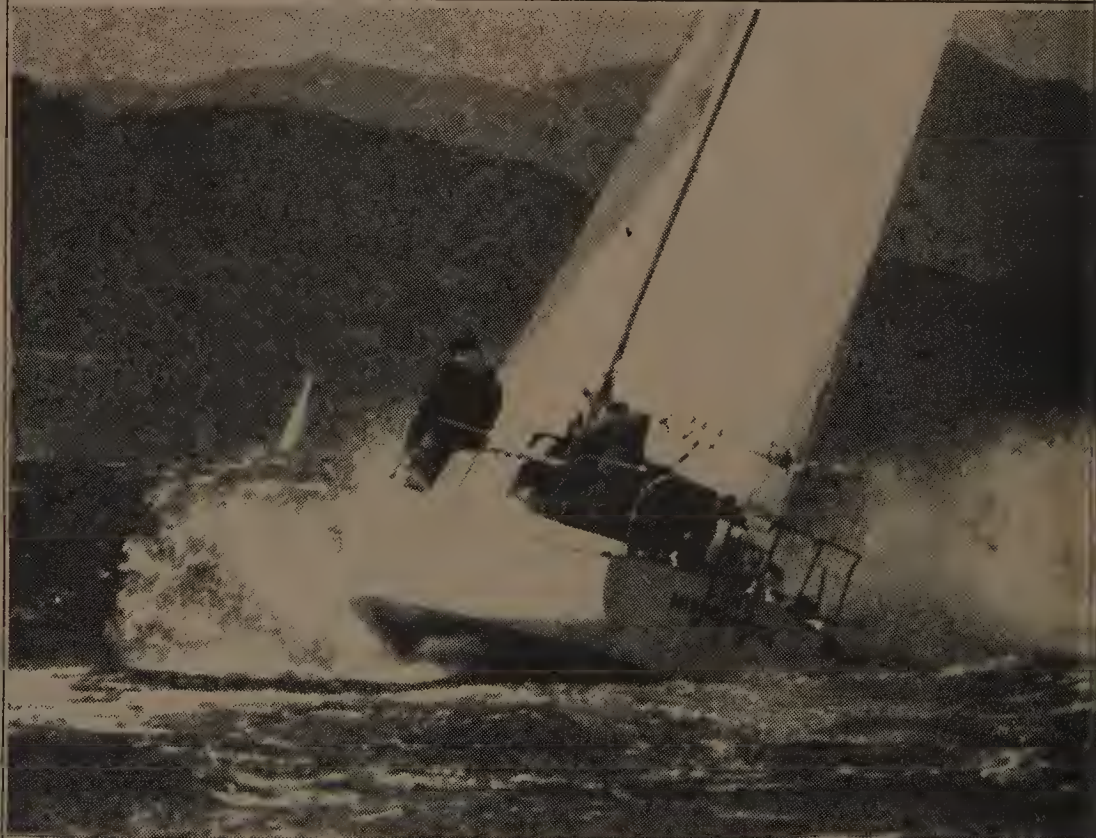


LATITUDE 38/RICHARD

annual spring match race series, now in its fifth year.

Time and success have bred considerable confidence in the Newport 30 fleet. In the late 70's a natural rivalry grew with the Yankee 30 class, another cruiser/racer. A team race challenge resulted, with the Newport 30's dominating for the three years before the Yankee 30's bowed out. The Newport 30's have issued an open challenge to any other 30-footer who'd like to try their luck, but have yet to get any response.

Even with the boat's unplanned, competitive success, it has been and remains a premium cruising craft. Television weatherman Bob Marshall, who has owned the blue-hulled *Roquefort* since 1975, is one of the most active racers, yet he claims 2/3's of his time in the boat is daysailing and cruising, including a yearly foray up the Delta. Last year's 10-day trip was spent with his wife, daughter, two sons and one of their friends, plus two Lasers and an inflatable. "You know it has to be a big 30-footer to get all *that* into it!" he says.



Dick Aronoff, who also serves as perennial fleet captain, claims he's had 23 passengers onboard, and he spent a night off Catalina once with nine others. "And we weren't an especially intimate group either," he says. Aronoff adds that there's usually a monthly cruise on the bay, with an average of 12 boats each time.

Besides hotel accommodations, Newport 30's have range. Tony Fraga and two crew members recently set off for a summer cruise to Hawaii in *My Way*. Tiburon's Jerry and Jeanette Newberger are in

the middle of a two year cruise to Australia and New Zealand aboard *Jenni Lou*. And there's a Newport 30 called *Trip Earth* which Kathie Fox and John Geuty recently sailed 10,000-miles from Seattle to Florida.

Is there some particular magic to the layout of the boat that makes her a good cruiser? Designer Mull doesn't claim any. He did spend considerable time getting the dimensions just right — like the counter top in the galley. It's just wide enough for two pieces of bread and



LATITUDE 38 RICHARD

long enough to mass produce about half a dozen sandwiches in assembly line fashion. A galley slave appreciates things like that.

The original design was also a testing ground for some ideas. Mull recalls gluing the deck liner to the deck with a pvc foam core in between and piling sand bags on this early sandwich construction. They also tried making imitation teak decks on the first Newport 30's (this was the 60's, remember). The plug had a teak deck and they dyed the gel coat to the appropriate color. Once it was out of the mold,

parts of it had to be handpainted. They scrapped the project after a while because, as Mull recalls, "if you did it really right, it cost a lot, and anything less than that looked like crap."

The Newport 30 has gone through several changes over the past 15 years. In 1976, a T-shaped cockpit was introduced along with a modified interior that included a sitdown navigation station and a slightly taller rig. The changes were sufficient enough to call boats built prior to that *Phase 1* and boats built after *Phase 2*. By allowing *Phase 1* boats to carry a bigger jib as well as a longer spinnaker pole and a bigger chute, the two types have been able to compete on equal footing in one-design contests.

In August of 1981, Capital Yachts, current builders of the Newport 30, introduced the latest variation, called the Mark III. This new version is substantially different, with 1.5 more feet of waterline and a new keel and rudder, among other changes. Mark III owners have been invited to join the bay's fleet, but they are not allowed to race in the one-design fleet. Some local *Phase 2* owners aren't overly pleased with the newer model, fearing it may impede the class's growth. In any case, Capital is still building both the *Phase 2* along with the Mark III; the *Phase 1* has been out of production for several years.

The going price for a Newport 30, according to one northern California dealer, is \$40,000 sailaway, plus an other \$5,000 for a race-ready boat. Used boats range from \$28,000 to \$42,000, although better deals can sometimes be made.

With good, solid racing/cruising features and a strong, growing local fleet, the Newport 30 looks like it can weather almost anything. The latest local addition was delivered from the factory a few months ago, and two Ranger 26 sailors recently traded up to the Newport 30. "There isn't another 30-footer with the versatility of the Newport," is the way Dick Aronoff puts it. You can get more information from Dick at 526-8650 or 523-3005.

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CLIPPER

"We won!" exclaimed Clay Bernard, owner of *Great Fun*, with genuine unbridled enthusiasm. What was won was the Clipper Cup, the most coveted trophy in the five-race Pan American Clipper Cup Series in Hawaii, an event that is uncontestedly the most accurate and grueling test of ocean racing boats and sailors in the world.

The "we" that did the winning, to Bernard's way of thinking, was the United States who had finally dethroned Australia for the crown. Specifically the "we" was the United States Blue Team that consisted of Jim Kilroy's 81-ft. *Kialoa* from Los Angeles, Dave Fenix's 55-ft. *Bull Frog* from Belvedere, and Clay Bernard's 50-ft. *Great Fun* from Richmond. Bernard had the additional pleasure of being part of the St. Francis YC team, a trio composed of *Bullfrog*, *Great Fun*, and Jaren Leet's 42-ft. *Irrational*, which proved themselves to be the outstanding yacht club team.

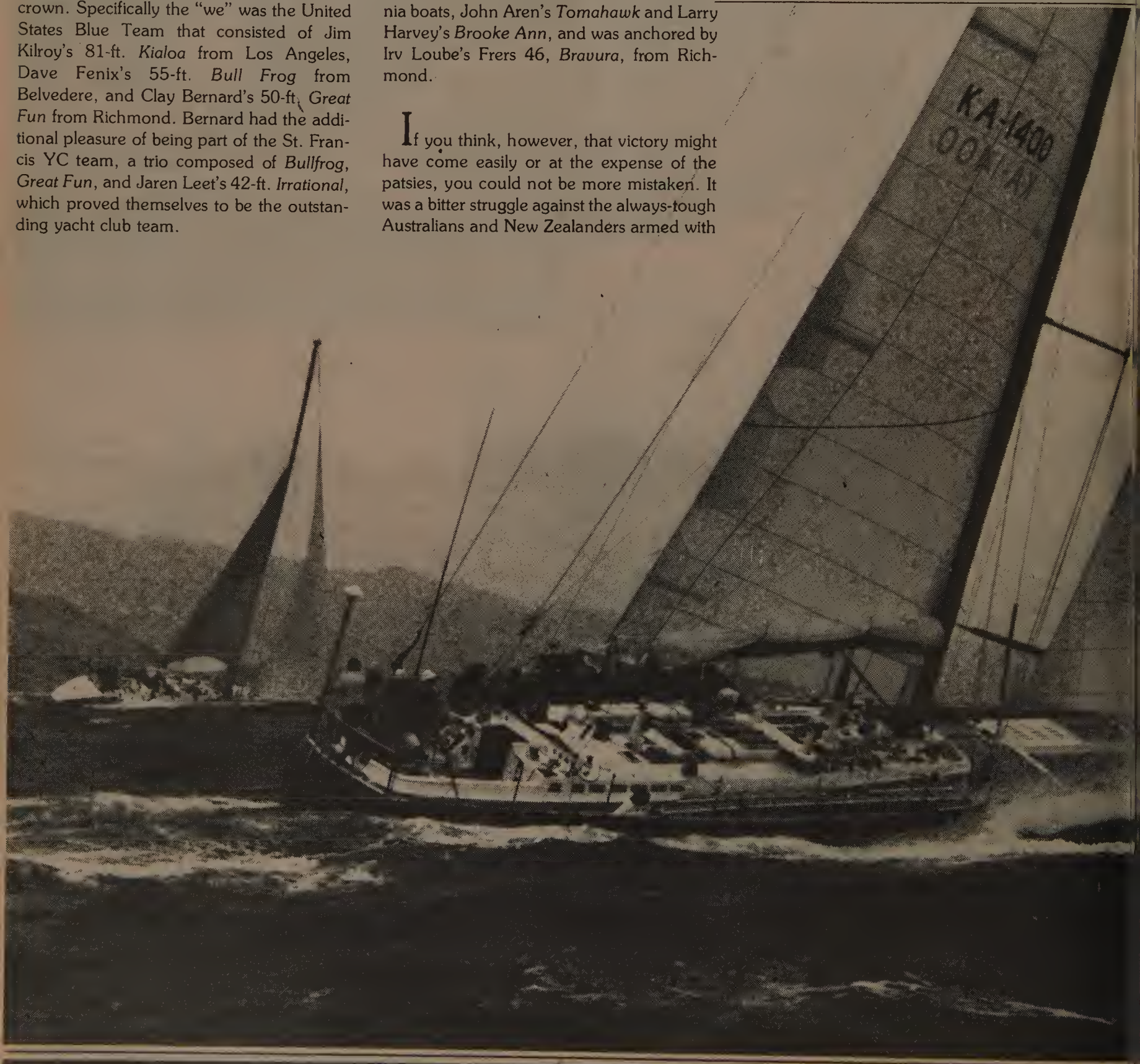
tional ocean racing history, we have absolutely no idea what that other moment would be. Remarkably enough it was a relatively comfortable victory in the end, and might have been a rout had *Bull Frog* not pulled up lame in the triple-weighted final race.

The Australian National Team finished 2nd in the team competition, a mere 10 points ahead of the United States White Team which featured two southern California boats, John Aren's *Tomahawk* and Larry Harvey's *Brooke Ann*, and was anchored by Irv Loube's Frers 46, *Bravura*, from Richmond.

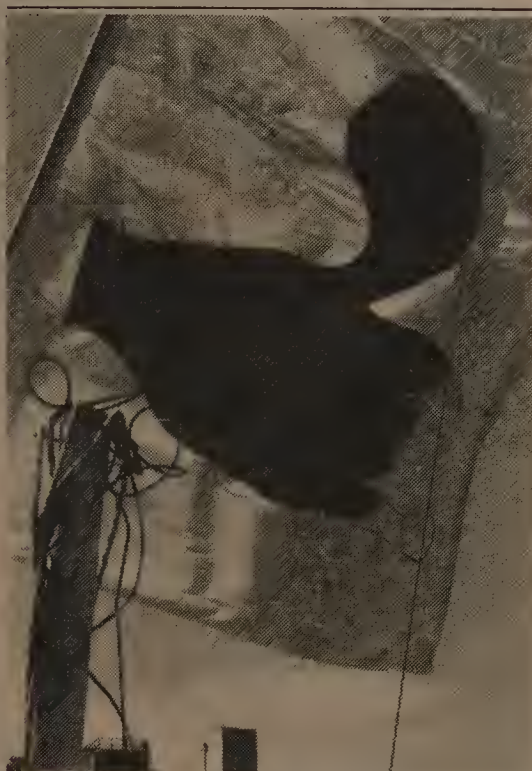
If you think, however, that victory might have come easily or at the expense of the patsies, you could not be more mistaken. It was a bitter struggle against the always-tough Australians and New Zealanders armed with

their finest boats, as well as a battle against the upstart Japanese who made it clear they have become an ocean racing factor to be reckoned with.

The victory required nothing less than total dedication. Crews drove their boats harder than they ever had before and in dif-



difficult conditions. Veteran of many top international events, Steve Taft of *Bull Frog* remarked, "I can't remember a race before where we sailed a boat so hard, because we really pushed the shit out of her." And they weren't alone in doing it. We figure that U.S. boats realistically suffered in excess of



Hitchhiker's thumb in the background, Police Car's broken mast in the foreground.



John Slivka trims the chute on the new improved Checkmate.

\$300,000 damage during the series.

And if crews drove their boats hard, they pushed themselves even harder. Attesting to that are the men who went overboard, the fingers that were torn off and fell in the Pacific, the limbs that were broken, and the blood that was spilled along the course. It was tough, tough competition, but the U.S. sailors rose to the challenge.

What the United States didn't win — although "we" were close, was the King Kamehameha Trophy, symbolic of the top performance by an individual boat in what is primarily team competition. That honor went to

As has been common at the conclusion of most recent international events, there was a squabble over the validity of the top boat's rating. Thus *Tobiume* was hauled after the series to be measured for a protest by the Australian boat *Hitchhiker* and several others. However the measurer said the boat was unmeasurable because of certain hollows at the measurement points. At this juncture the celebrated International Jury, lead by Jack Feller of San Rafael, decided that the hollows were insignificant and threw out the protest without *Tobiume* ever being measured.



At left, the maxis *Kialoa* and *Apollo V* beat toward the Diamond Head mark. Above, a spinnaker charge.

the 39-ft. *Tobiume*, a boat designed, built, outfitted, and sailed by Japanese. It was a superlative performance on their part, and marks the first time a Japanese boat has scaled to such heights in international competition.

Naturally this was a controversial move. As it stands now some folks think *Tobiume* was just too fast in all conditions to legitimately rate as low as she did; others just think that losers bitch too much and can't ac-

CLIPPER

cept it when another boat wins. In the best tradition of controversies, this one will never be resolved. Whatever her rating, everyone agrees that — in the parlance — *Tobiume* “doesn’t bark”.

Had *Tobiume* been stripped of her title,

the Kamehameha Trophy would have ended in a tie between Irv Loube’s (who did not protest *Tobiume*) superbly sailed *Bravura*

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and Bob Bell’s Dick Deaver-driven maxi, *Condor*. So it goes down in the books that these two boats are tied for 2nd, with Kilroy’s *Kialoa* 4th, and Bernard’s *Great Fun* 5th.

Bull Frog beating to weather. Her mast is visibly bowed at the lower panel, but the thing never did fall down.



Before the Beginning

Like the rolling of drums, the Clipper Cup started slowly. A month before the first race the early arrivals like *Kialoa* and *Sunbird* were already tied up at the host Waikiki YC docks. From then until shortly before the starting gun, boats came trickling in; some came on freighters, some travelled many thousands of miles on their own bottoms. The Kauai TransPac, the Victoria-to-Maui race, and the Lahaina YC’s badly butchered Sauza Cup served as feeder and tune-up races for the main event.

Some boats slipped into Honolulu quietly, while others drew hoots and howls from long lost friends. No boat’s arrival, however, matched the commotion attendant *Bull Frog*’s. Apparently on the basis of owner Dave Fenix shutting down two of his several companies and moving his offices from San Francisco to San Rafael, all sorts of wild rumors blossomed, both on the mainland and in the Islands. Absolutely no aspect of his existence was free from juicy speculation.

After a day of tune-up sailing we sat at the club with Dave as his crew removed the boom to better plumb the mast. As he sat there wondering what possibly could account for such a firestorm of inaccuracy, an acquaintance walked up to him and said, “Gee Dave, I hear your boom broke”. Dave rolled his eyes in disbelief, wondering if it would ever stop. Actually cheap talk was everywhere. One fellow on *Swiftsure* swore up and down he had helped build a backup mast for *Bull Frog*, a mast Fenix says doesn’t exist.

As race day drew near the members of the Waikiki and Hawaii YC’s generously vacated their slips for use by the racing boats. For all intents and purposes they also turned over their yacht clubs and became the volunteer work force. These gestures were just typical of the incredible hospitality extended for the duration of the event. Never had a racing fleet felt more welcome.

The crowding of the harbor with 75 racing boats were accompanied by the arrival of a festive atmosphere. As Linda Rettie observed, the ‘uniform’ of the event was a pair of



The Japanese entry, *Sunbird*.

Stubbies shorts and a t-shirt proclaiming participation in perhaps the most obscure ocean races on the globe. And of course there were boat shirts in profusion, the most unusual of all was *Zamazaa*'s, with a color we can only

describe as a sort of hot fushia. "That would have to be a San Francisco boat now, wouldn't it," a nearby Kiwi stated.

Adding to the pagentry of the event were the many huge individual boat flags that

were flown from halyards while at the dock. Monte Livingston's *Checkmate* had the familiar knight on a chessboard; Australia's *Police Car* featured a yellow marsupial on a green field; *Hitchhiker* had a huge red thumb on a white background; and New Zealand's *Bad Habits* had the *Playboy* 'playgirl' in a cocktail glass. Best of all, however, was *Seaulater*'s, featuring a big alligator as in "Seaulater, alligator!"

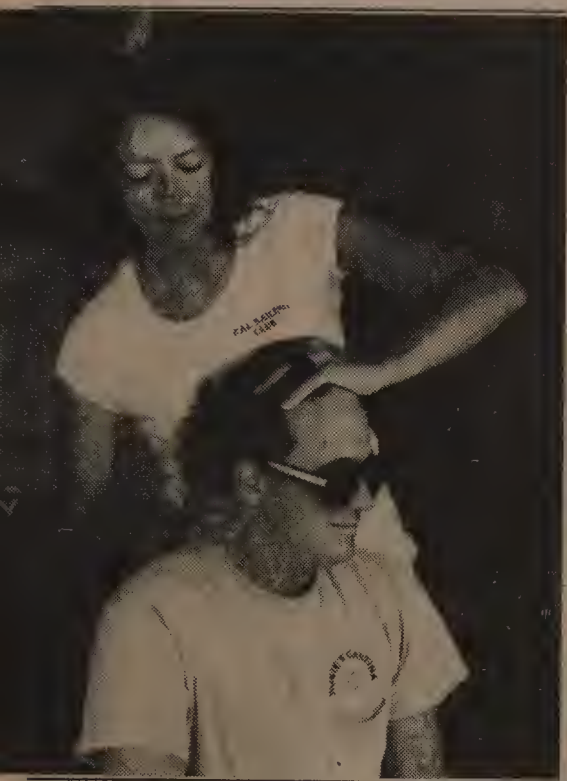
By the eve of the first race the Hawaii and Waikiki yacht clubs — which were connected by an Avon inflatable 'ferry' that carried as many as 38 passengers before the Coast Guard intervened — were jammed with racing boats and people. And weren't they all handsome — both boats and people! The ladies, with those hundreds of fit young men walking around thought the sightseeing was pretty good. And since women — according to Colin of Kauai "are like flies around the honeypot when the yachts are in town" usually dressed in their tropical least, a mutual admiration society developed between the sexes.

But it wasn't a very meaningful relationship. As a crewmember off the Australian maxi *Apollo* explained, "We Aussies take this competition very seriously because we've never lost it before. That puts a lot of pressure on us. Fucking is out of the question." While not everyone was so adamant about celibacy and sobriety, it was clear that the sailors had come to race and not to party.

And even had they come to relax and sin, there just wasn't the opportunity. Today's ocean racers are built to close tolerances and they required constant attention to be tweaked to the maximum. In short, there was plenty of pre-race work to do. *Swiftsure*, for example, had to have her mast pulled and welded after the TransPac. *Bravura* and *Tomahawk* had last-minute blistering problems with their Micron 22 bottom paint. Two nights before the first race, *Bravura* was hauled out and the crew had the miserable job in the tropical heat of trying to sand it down. As they hauled they discovered a trailing chunk of their rudder had fallen off.

Irrational and *Scarlett O'Hara* both had problems with their vang, but nobody had it worse than *Bull Frog*. For a while it looked like *Bull Frog* — which after victory in Long Beach Race Week and in the Stone Cup was a series favorite — wouldn't be able to compete. It wasn't the experimental boom that

CLIPPER



How do you spell relief? One crewman tries Lynn Fraley's 'marine massage'.



Joe Guthrie settles for a hose.

had to be replaced, but the Stearns state-of-the-art special zinc-added alloy mast. They couldn't get the thing to stand up straight and several times during tune-up sailing it inverted, looking ready to come showering down on deck. The mast is made of two halves that are slid into each other lengthwise, then riveted and glued.

Exactly what was wrong with the mast was not immediately clear, and it may have been a combination of things. The splice in the mast looked badly done and was coming apart; the metal that had been cut out for the internal spinnaker track appeared to have terribly weakened the lower panel; and the fasteners kept shearing off and raining down on deck. David Hulse, Lowell North, and Tim Stearn were all called in for consultation, and before the first race grinder/metalman Ken Dondero was dispatched to a machine shop to fabricate an arrangement that hopefully would have the weather shroud prevent the lower two panels from falling off to leeward. After the series, which was a rough one, Taft remarked, "Why it didn't come down, I'll never know." With no time for a new one, they'll have to hope the old noodle can make it through the Big Boat Series.

Boats and Courses

The Clipper Cup Series is composed of five races. The first, second, and fourth of these are 27-mile olympic triangle courses sailed several miles off Waikiki. Each of these

three races are 'single-weighted' in scoring. The third race of the series is a 150-miler, around the face of Molokai to Honolulu Bay off Maui, and then back to Honolulu again. This middle distance race is weighted double.

The final race of the series is the 776-mile Around-the-State Race, a race which circles the eight major islands of the Hawaiian chain: Kauai, Niihau, the Big Island, Maui, Kahoolawe, Lanai, Molokai and Oahu. This last race series is triple-weighted and can drastically alter the final standings.

"Official odds" — although we have no idea who the officials were that booked them — made the Australian's 2 to 1 favorites to repeat as winners for the third time; the U.S. was next at 3 to 1; New Zealand 4 to 1; Japan 15 to 1; and Canada 20 to 1.

Nine northern California boats sailed out for the first race. In order of size they were Sy Kleinman's 58-ft. *Swiftsure*; Dave Fenix's 55-ft. *Bullfrog*; Larry Stewart's 52-ft. *Zama-zan*; Clay Bernard's 52-ft. *Great Fun*; Irv Loube's 46-ft. *Bravura*; David Fladlien's 46-ft. *Confrontation*; Monroe Wingate's 43-ft. *Scarlett O'Hara*; Jaren Leet's 42-ft. *Irrational*; and Zingara's Racing Ltd.'s 39-ft. *Zingara*.

Ben Mitchell had selected five of these nine boats to the United States teams, and sagaciously choose the five top performers.

Great Fun and *Bull Frog* were on the eventually victorious Blue Team; *Bravura* on the 3rd place White Team; and *Scarlett O'Hara* and *Irrational* on the Red Team. Mitchell had studied the past data from Clipper Cups and determined that grouping boats by size would give the U.S. a much better chance of winning the Clipper Cup than by mixing them. If it was a light air series, the Red and White teams would do well; and if it blew — like it did — the big Blue Team would win. And that's exactly what happened.

The First Race

Conventional wisdom has it that if big boats could be sailed as well as little boats, they'd have the advantage in breezy olympic triangle races. That's because about 60% of the sailing is done to windward, where the



bigger boat has the advantage. The first race was held in just under 30 knots of wind, and the bigger boats, lead by *Condor*, *Bull Frog*, *Margaret Rintoul III* — a Frers 51 that was the best Australian boat of the bunch — *Kialoa* and *Windward Passage*, had a field day. In Class A *Condor* driver Dick Deaver got

the jump on Jim Kilroy's *Kialoa*, and charged straight ahead to victory. Starts are important in maxi racing, because the boats are so fast. Deaver estimated they did 10 knots to weather, 18 on the spinnaker reach, and 14 on the runs, so there is just not much opportunity for a big boat to make up for a poor start. *Windward Passage*, looking absolutely sparkling in her new green-highlighted splendor, was a minute behind *Kialoa* for 3rd in Class.

In Class B *Bull Frog* and *Margaret Rintoul III* were really gunning for one another. Since maxi's are too big to be sailed to their full potential, most observers believed that these two were the biggest boats that could be sailed to their full maximum. The start pit-



The Japanese journalists were everywhere, but especially followed the moves of Yujiro Ishira, "the John Wayne of Japan", who was navigator on *Sunbird*. Below, the *Serendipity 43*, *Celerity*.



ted veteran Graeme Freeman against Tom Blackaller, who after practicing starts all summer with his 12 Meter *Defender*, was licking his chops at the chance. Blackaller's handling of *Rintoul* at the line was described as "a massacre", not just in this race, but throughout the series (Tom claimed his start in the

second race was the best in his life!). But it took a massacre at the start, because *Rintoul* corrected out only 30 seconds back. *Checkmate*, an older southern California boat, found a new life with a hot crew lead by drivers Buz Boetcher, Ron Love, Ed Lowfence, and Gordo Johnson, slipped in

ahead of *Great Fun* for 3rd.

In Class C *Scarlett O'Hara*, with Chris Corlett driving to weather and Skip Allan on the runs, sailed beautifully to a two-minute victory over Irv Loube's Dee Smith-driven *Bravura*. These two northern California boats were the best of Class C, which became walkaway when the highly regarded Australian boats *Apollo V* and *Sweet Caroline* (a DuBois sistership to *Victory of Burnham*) as well as the Kiwi boat *Solara* just couldn't keep the pace.

In Class D Sir James Hardy's *Police Car*, the boat that made the name for Ed Dubois in the 1979 Admiral's Cup, walked off with honors despite the fact her bow perpetually went under on the spinnaker runs. She was followed by Larry Harvey's *Brooke Ann*, Australia's *Hitchhiker*, and John Aren's *Tomahawk*. Lowell North was 5th with the Japanese entry *Superwitch* and Commodore Tompkins as crew. Northern California boats *Irrational* and *Zingara* were a disappointing 6th and 7th.

In Class E *Tobiume* walked away with first, with the Dave Ullman-driven *Shenandoah* sandwiched in second between another fine Japanese boat, *Unchu*. Surprisingly out of the money was *Gold Coast Express*, an Australian boat owned by 60 shareholders that had won her class in all five races of the last Clipper Cup. Not very impressive throughout the series were the Lidgard boats from New Zealand, *Dictator* and *Defiance*, while the fine Australian boats *Seaulater* and *Szechwan* didn't shine until

CLIPPER

the lighter stuff of the last race.

Interestingly enough, the boats that were in the top 25 for this race pretty well remained the class acts of the series. These boats were good, real good. All the others had one or more fatal flaws, of which there are many



Connie of *Swiftsure*, just one of the hundreds of handsome people at Clipper Cup.

to choose from.

The Second Race

The Clipper Cup advertises the conditions off Hawaii in August as between 15 and 18 knots of wind. Well, in all but the final Around-the-State Race, it was always blowing at least ten knots above that, and in the second triangle it was blowing up to 40 knots true, with confused seas. There were some wild and wooly rides and many boats took the dumps of their lives. A couple of boats chose not to start, and several, like the maxi *Vengeance*, shredded her main at the starting line, and had an excuse not to.

When Class A reached the first weather mark, darned if it wasn't that beautiful teenager *Windward Passage* leading the much newer Holland maxi's *Condor* and *Kialoa*. It was a beautiful sight as *Passage* approached the weather mark, with huge sheets of spray exploding off 30-ft. to each side as she slammed into a wave.

Three northern Californians, Conn Findlay, Mick Beattie, and Donnie Anderson were onboard, and Donnie reports "it was scary" sailing a boat with such tremendous



Sweet Caroline and *Bravura* battle it out on a spinnaker run.

loads. "You are very careful," he says, "where you sit." If they felt fear they didn't show it, immediately hoisting their chute on the reach, they sailed away from the other maxis.

Kialoa, normally the citadel of order, looked uncharacteristically out of control for much of the race. On the beats she hardly carried any sail and was slow; on the reach she couldn't make up her mind what sail to hoist; and on the spinnaker run she looked ragged. They dropped to 33rd in fleet, although none of the maxis did too well. In that much wind the maxis are more than mortal men can handle.

Class B boats *Margaret Rintoul*, *Bull Frog*, *Great Fun*, and Class C boats *Bravura* and *Scarlett O'Hara* walked off with fleet honors (what a day for northern California!). But even they weren't always in control. *Bull Frog* took a bad knockdown that supposedly had the titanium wheel throwing helmsman Blackaller all over the cockpit. When asked if it were true, owner Fenix said, "You couldn't exaggerate anything that happened today if you tried." *Bravura* took a knockdown that put her spreader tips in the water and pinned her down for several minutes. Crewman Mike Smith was underwater so long he just about had to let go to come up for air. Trimmer Steve Baumhof says it was the worst knockdown he'd ever been in, and that carrying *Temptress's* chute in 55 knots during the TransPac had been



Mark McGowan working out on *Bull Frog's* coffee-grinder.



much easier.

Coming out unscathed was *Scarlett O'Hara*, whose 45 year racing veteran Ronnie Wise said they had sailed as perfect a race as he'd ever seen. Well, perfect except just before the start, when a batten flew out and a crewman jumped in the drink to try and retrieve it. They had to drag the main below decks and sew the batten pocket back, just seconds before the start.

In Class D Lowell North's *Superwitch* edged the John Bertrand-driven *Irrational* in the latter boat's finest performance, while *Zingara* got 4th for their personal best — despite problems. On the second weather leg the tiller bolt tang sheered off leaving *Zingara* without a tiller until the replacement could be fitted. They broke a spinnaker pole doing a jibe broach at 14 knots, and on another occasion their foredeck man was swept right back into the mast.

But tragedy also struck in Class D, as two of the outstanding Australian entries lost their sticks. Two Ton champ *Hitchhiker* was leading her class handily when hers broke. *Police Car* was a mere 50 yards from the

a sleeve not been held up at Customs.

Nonetheless it was a poignant scene that night at sunset, as Sir James Hardy, dressed in his Policeman's outfit, toiled with a wrench to remove the rigging as quickly as possible. From time to time he'd have to stop and welcome an old family friend, then have to stop to make a new acquaintance, and then say hello to an old mate who came over to offer whatever help he could provide. Always gentlemanly, poor James had a heck of a time going about his work. *Police Car* did get her section — a pink one to boot — in time for the last two races, but by that time her chances had been crippled.

Shenandoah took Class E, with the Japanese boats again beating the best from New Zealand and Australia.

The second race had been brutal, and boat after boat limped in with damage. *Zamazaa*n called Precision Welders ("We fix everything but the crack of dawn") for work on her vang; Ron Bartkoski started grinding to re-glass *Bravura*'s bulkheads; Commodore was toying with the halyard-eating mast of *Superwitch*; *Kialoa* took ripped chutes to the sailmaker — the damage list went on and on.

If that wasn't depressing enough, gale



The roughest part of the feared and once-postponed Molokai Race was near here at Koko Head. It looks calm in the photograph.

finish when slamming into the big wave put more compression on the mast than it could take. Indicative of how seriously Australians take this event, *Hitchhiker* had a spare up in time for the next race; *Police Car* would have been back in action right away too, had

winds and 25-ft. seas were being forecast for the next day's 150-miler to Maui and back. The collective sigh of relief registered over 38 knots when it was announced on the loudspeakers that the Molokai Race had been postponed for one day. Only the jacked up



Blackaller checks a 'fourth' spreader before the Molokai Race.

crew of *Scarlett O'Hara* was disappointed.

The Molokai Race

After the postponement day, the weather for the Molokai Race was only slightly improved. Winds were down to small craft warnings, but David Hulse and others wondered if the delay hadn't only given time for the swells to build out in the channel. Nobody was really thrilled about doing the race. Clay Bernard was looking for weight on the rail and enlisted Kimball Livingston. *Bravura* was loading extra liferafts, extra sails, everything to put the boat in her "heavy air mode". Others just stood around being nervous. Tom Blackaller told crewmate Doug Holme to get ready for the "roughest race of your life" and hollered over to the guys on *Irrational* to strap their safety harnesses on real tight.

As the boat's worked their way up the Oahu shore to Koko Head before breaking across the channel, it was looking nasty. In retrospect turned out to be the roughest part of the race. Although Jock McClain and others remember it as the hardest race they'd been on in a long time, there were others like John Norheim who found the sail along Molokai to be among the most beautiful he'd ever had.

At the start of the race, with the loss of *Hitchhiker* and *Police Car*, the U.S. national teams held the top three spots. But in these conditions, no lead is safe, as dramatized by

the experience of a St. Francis YC team consisting of *Swiftsure*, *Zingara*, and *Tomahawk*. *Swiftsure* had to drop out almost right away when pointman Gary Edwards broke his leg after a wave threw him back on a spinnaker pole chock — the same place where in the previous race, previous pointman John Hewitt had been thrown and ripped open his leg to the bone for 15 stitches. So *Swiftsure* was out. *Zingara* later disqualified herself on the face of Molokai after she broadsided teammate *Tomahawk* because her main and lower runners weren't eased out fast enough. That crushed their team's hopes.

So no boat was safe not even the superbly sailed *Scarlett O'Hara*. Sailing underpowered with a reefed main and No. 3, the ball terminal on her intermediate shroud gave out. The mast, and and their dreams, came down on the deck. It was a terrible loss as *Scarlett* was sailing superbly. That night a drunken O'Harian was so frustrated he pulled himself up *Sweet Caroline's* mast hand-over-hand, and then jammed the pineapples he'd been drinking out of onto the spreader. Hell, what else could he do?

When the double-weighted Molokai Race

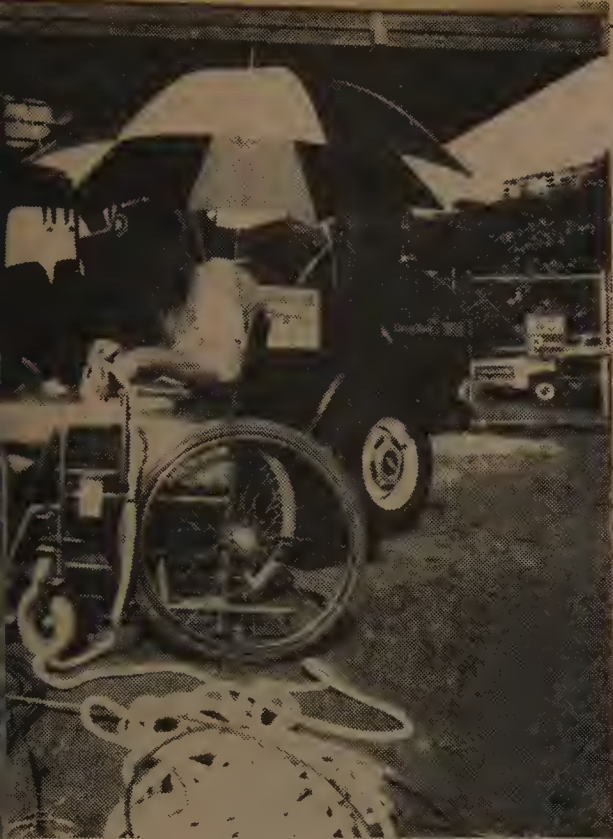


Bay Riggers went all the way to Hawaii to set up shop; business was brisk. Below; *Great Fun*

was over *Great Fun* had won class and fleet honors, demonstrating the superiority of the fractional rig in fluctuating heavy air conditions. Bounding along in the strong breeze she loves, *Great Fun* could power up or power down with just her main. In the long beat to weather she only had to change her headsail once, which gave her a tremendous advantage over the bigger mastheads, *Bull Frog* and *Margaret Rintoul*, which slipped to 4th and 5th in class and 8th and 11th in fleet for the race.

On *Bull Frog* a change of 8 knots in wind-





on a spinnaker run.

speed means a change of headsails. Easier said than done. We helped load some of those monsters aboard and can tell you some are so heavy that two big and willing men stagger under the weight of them. It's bad enough to have to make headsail change after headsail change in big seas, but the exhausting tropical heat makes it even worse. Your body loses so much liquid in sweat that you can drink a six-pack and still not have to piss. But what's *really* bad are the stiff mylar headsails; it would be easier to stuff a side of the Bank of America building



down the hatch than one of those damn things!

When *Bull Frog* got back to the dock an exhausted foredeckman Mark Maymar was searching for a place to hide. The *Great Fun* guys were tired too, but mostly with tired butts from riding the rail for 12 hours. Maymar, on the other hand, was totally spent.

Another Class B boat that got the best of *Bull Frog* and *Rintoul* was New Zealand's most — and perhaps only — exciting boat, the fractionally-rigged Davidson 50, *Jumpin' Jack Flash*. There's a lot of Santa Cruz 50 in her, and she'd hit over 22 knots in the spinnaker reaches in the previous races, but she was also reasonably good going to weather. She's currently being brought to San Francisco for the Big Boat Series, and will be throwing open a challenge for a match race series with a Santa Cruz 50.

The ubiquitous *Tobiume* snuck in to take 2nd overall after *Fun*. *Windward Passage* shown like a star to take 3rd, and *Bravura* was 4th. *Passage* had struggled to keep up with *Condor* and *Kialoa* going to weather, having had one of her 3/8-inch wire genoa sheets explode. But she had the control on the dead downwind spinnaker run back home that *Condor* and *Kialoa* lacked, and made up 35 minutes. *Kialoa* did herself in a bit, taking a nasty knockdown that threw her masthead unit right off the top of the mast and broke the boom. She reported \$85,000 damage, and it didn't look like all of Kilroy's money and all of Kilroy's men could put *Kialoa* back together again — but they did.

Although the weather hadn't been as bad as expected, there were still casualties everywhere, including the Wahine Team boat, *High Noon*. With northern California crewmembers Jocelyn Nash, Ann Toschi, and Justine Harpham, *High Noon* simply took on too much water from a crack in the hull to continue. Overtime work by the Amfac yard got her back in action for the Around-the-State finale, but she had to drop out when the rudder sheared off the rudder post. David Fladlien's *Confrontation* took a very bad knockdown, after which they decided to hang it up for the series. The cumulative effect of the rough series was taking its toll as the total number of starters began to decline.



Jim DeWitt driving *Swiftsure*, with local knowledge Charlie Dole.

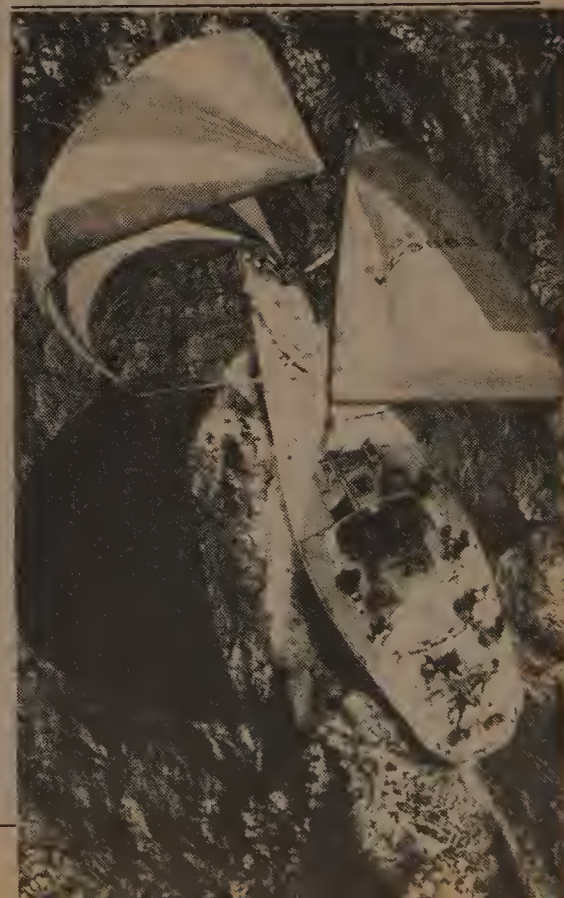
The Fourth Race

Apparently the race committee took pity on the battered fleet, and moved the last olympic triangle race further in the lee of Oahu. It was relatively tame racing. Nonetheless, it was mostly the same old boats at the top of the fleet again, with the only real surprise being that *Bravura* finished 2nd in class rather than 1st.

The Around The State Race

Finally the stage was set for the great equalizer, the triple-weighted 776-miler

Looking straight down on Larry Stewart's Farr 52, *Zamazaan*.



CLIPPER

Around-the-State Race. And even in the pouring rain, things couldn't have looked brighter for the U.S. and for northern California boats. *Great Fun* and *Bull Frog* were tied for fleet honors, followed by *Windward Passage*, *Margaret Rintoul III*, *Tobiume*, *Bravura* and the surprising *Checkmate*.

In class standings *Great Fun* was just a point ahead of *Bull Frog* in B with *Rintoul* right on their tails. In Class C *Bravura* had no competition since the dismasting of *Scarlett O'Hara*.

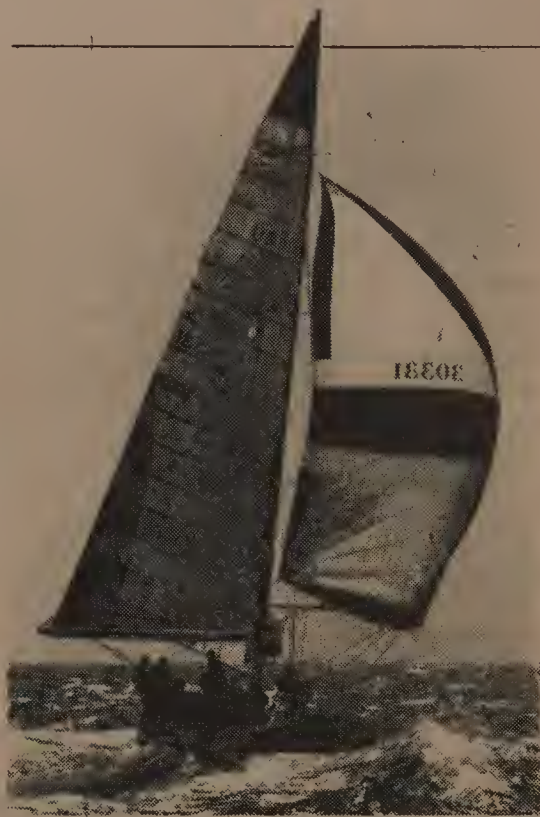
In team competition the U.S. looked great, too. The Blue Team of *Bull Frog*, *Great Fun* and *Kialoa* had a big lead, and the two other U.S. teams weren't far behind. But the mettle of the Blue Team was immediately put to the test as each one of them had serious crew incidents.

Bull Frog had just passed Makapuu Point on Oahu when crewman John Barnett was washed under the lifelines. There was netting there attached with padeyes, but he was thrown with such force that it was all torn out. The helm was immediately put down, and he was picked up without difficulty in five minutes.

On *Kialoa* it was a little more serious. The roller traveller system had earlier exploded under load and ball bearings had spilled all over the deck. Because of this BMW Dennis Cook later grabbed the main-sheet near the blocks to try and help ease the main out. One of his fingers got caught up in the block and the tremendous force tore it off. He was bandaged up, and in the heavy seas they tried to figure a way to transfer him to a nearby photo boat. When no feasible solution arose, he donned a lifejacket and jumped overboard. He, too, was picked up without incident.

Blue Team member *Great Fun* wasn't spared either. They had just gotten to Koko Head — just a very few miles into the race — when grinder Leon Daniels tried to pop the genoa sheet off one of the three winches it was wrapped around. The sheet came off with such tremendous force that it knocked his legs out from under him and imbedded his shin into a large cleat. He tried to get to his feet, but collapsed. Bernard initially thought it was a fracture, but fortunately it wasn't.

Daniels was taken down below and made as comfortable as possible atop a pile of sails. Still pounding into heavy head seas, they concentrated on peroxidizing the wound and



Zingara couldn't get it together in the long races.

stopping the bleeding until they were in smoother water. Once around the corner, Bernard got out the sutures, the Demerol, and the xylocane that he carries, and dentist John Bruns put in 10 or 11 stitches.

Bernard still marvels at Daniel's courage, because they couldn't find the right size needle for the xylocane, and had to put the stitches in without local anesthetic. "The guy was so tough he never said a word," Bernard remembers, "If it had been me, I'd be screaming and swearing my head off." Deeply concerned about the threat of infection, they gave him large doses of antibiotics while he spent the next five days lying in a steamy bunk. Only later did they realize that they could have transferred him off the boat without having to drop out of the race.

But the Blue Team wasn't being singled out for punishment. The 14-year old *Windward Passage*, 3rd in fleet and 1st in class at this point, briefly had a man go over but got him back. What really did them in was their Stearn's mast, a shorter sisterstick of *Bull Frog's*. Racing next to *Condor* and ahead of *Kialoa*, they'd just come out of a squall when the mast inexplicably came down in three pieces. It was a terrible thing to happen to a grand old boat that performed so marvelously and might well have taken the series. As *Kialoa* sailed by shortly thereafter, Kilroy was on the deck and totalling up the damage: \$90,000 for a new mast and rigging; \$15,000 for a new main; and \$10,000 for a



A smiling Clay Bernard, in the lead just before the start of the Around-the-State Race.

new mylar No. 3. Although *Windward Passage* was believed to have initially begun to motor to San Francisco to try and participate in the Big Boat Series, it's no longer considered possible. What a shame.

As the fleet rounded Kauai and Niihau, the wind went light for the first time in the series, giving dramatic advantage to the smaller boats that can play catch up in the wind holes. *Bravura* began catching up with the bigger Class B boats, and the Class D and E boats were sailing into the classes in front of them.

In the several hundred mile normal spinaker reach from Niihau to South Point on the Big Island, it suddenly became a beat — then a reach, then calm, then a reach — it was real flukey. *Kialoa* had caught *Condor* by this time and snuck a man up the 100-ft. mast under cover of the main to look for wind. He found it, they got to it, and sailed away from *Condor* and the fleet to win class and fleet honors. They also set a new course record of 3 days, 23 hours, 49 minutes, and 49 seconds. This triple weighted victory gave her class honors over *Condor*, although because of the scoring system, she was 4th to *Condor's* 3rd in fleet.

While the series is over, Kilroy's quest for excellence never stops. After October's Cal Cup match races against *Condor* in Los Angeles, *Kialoa* goes to the yard. Her in-

terior — including the fabled *California Dreamer* stateroom, will be gutted — all the better for reducing weight and having a bigger cavern in which to try and fold those giant mylar sails.

While these two Class A boats were able to sneak into good wind and break away from the pack, none of the Class B boats could, and most of all not *Bull Frog*. Sailing down the backside of the Big Island in 25 knots of wind there was a big “Bang!” and suddenly the headstay and No. 2 were in the water dragging behind the boat. It wasn’t the mast but the toggle that holds the headstay to the mast that broke. For two hours they battled getting the sail and headstay back on the boat, and at 4 a.m. Tad Adams went to the mast and attached the headstay to the spinaker bale.

Forty minutes later, “Bang!”, the headstay and headsail were suddenly trailing behind the boat again. Since they had practice, it only took them forty minutes to drag it all back aboard. They made another repair, but it left them badly underpowered until a better jury-rig could be effected in daylight. As they approached Molokai on the last day of sailing, they were right with *Great Fun*, and owed her three hours of time. Figuring they had to gamble, they took a flyer offshore for

wind. It worked — but only for a while. After finishing 1 - 2 - 4 - 1 in class she stumbled to 8th for this big race. After superb fleet finished of 2 - 2 - 7 - 2, she dropped to 35th. *Bull Frog* ended the Clipper Cup with 4th in class and 11th in fleet, nowhere near indicative of how superbly she was sailed and how fast she is.

About the time *Bull Frog* was dropping her headstay in the water, Clay Bernard was tearing his hair out. As he puts it, “By the time we got to South Point, we’d already won and lost the race 11 times. It was so frustrating I swore I’d sell the boat, buy a Swan 65 with a sauna, and say the hell with it”. But he kept on.

Clay doesn’t know all the tricks — like sending someone up the mast to search for wind — but he knows some. One hundred miles from the finish he was off Molokai and the information from his processor told him he ought to go inshore, and that he’d make out if nobody knew what they were doing. He was out of sight from *Bull Frog* when *Frog*’s navigator Ben Mitchell called him up on Channel 4 and started asking him about dinner reservations they had the next night. Then Mitchell asked Clay to come up to

Channel 68. Clay did, and was about to speak when he realized his friend Mitchell was ‘ranging’ on him with the radio. Clay turned his transmitter to quarter power so Mitchell could hardly hear him and he claims he heard Mitchell tell someone, “Oh boy, we’ve got ‘em now.”

No matter who said what, *Great Fun* went on to take Class B honors, which turned out to only be good enough for 17th in fleet. The flukey winds had allowed 12 Class D and E boats correct out ahead of the first Class B boat. What had been a Class B series had gone bust in the final big race. *Great Fun* nonetheless took 6th in fleet, and as previously mentioned was on the U.S. Blue Team that won the Clipper Cup, and on the top yacht club team. She was driven by Timmy Stearns in the olympic course races and Curt Oetking in the longer races.

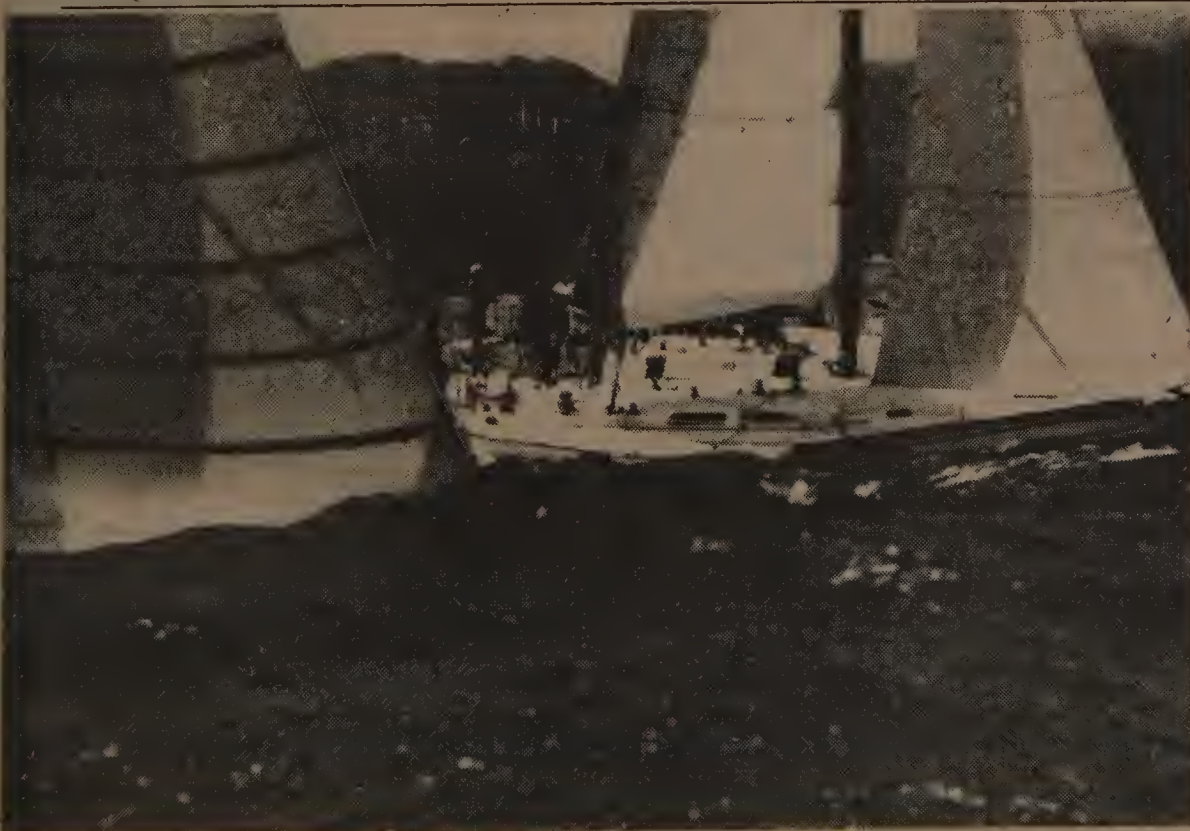
Bernard enjoyed the series tremendously, admitting “that it was a real dogfight, and that we took sailing lessons from the New Zealanders and Australians in every race”. He figures he’s the least talented guy on the boat, and really owes his success to what’s written on Andrew Carnegie’s tombstone: “I attribute my success to gathering men around me who know more than I”.

In Class C, *Bravura*’s only mistake was to get caught in a hole near Kauai and let the D boats catch up with her. But from then on helmsman Dee Smith figures they made no mistakes and were soon sailing up with the bigger Class B boats. For the last 350 miles of the race it was flukey — just what Dee and *Bravura* like. “It was one giant chessboard, a tactical challenge where you can really make up ground,” Dee says. He can tell you about 19 windshifts going down the backside of the Big Island, he can tell you about wanting to be in the shore here, tacking because he smells land there, knowing a light sea breeze will shift to a strong shore breeze — he can tell you all that because *Bravura* went on to win Class C honors with a near-perfect 2 - 1 - 1 - 2 - 1 record and tie *Condor* for the second best in the fleet. It was a superb performance.

Dee attributes *Bravura*’s success to “sailing consistently, never gambling, and not worrying”. He figures too many boats self-destruct because the crews start dumping on themselves after making just one or two mistakes.

Bravura, according to his mind, is a perfect ‘series’ boat, because it’s both a big little boat good for days when it’s light and flukey,

Beating to weather in the lumpy seas of Honolulu.



CLIPPER



The man and his winch; Doug Holme.

and a little big boat for when the wind blows. As a good all-around performer, *Bravura* doesn't take fleet honors in races — her best was a fourth in the second race — but scores high consistently to be near the top at the series' conclusion. Boats like *Kialoa* and *Great Fun* — which won fleet honors in three races between them — do well in some conditions but aren't as good over the wide spectrum necessary to win a series.

Other northern California boats finished as follows: *Irrational* was 4th in Class C with two 2nd's and 14th in fleet. *Zamazaan* was 8th in Class B and 28th in fleet. *Zingara*, which disqualified herself from the middle distance race and was dismasted in the Around-the-State Race finished 14th in class and 53rd in fleet. *Confrontation*, which didn't sail all the races, was 11th in class and 57th in fleet. *Swiftsure*, which had to drop out of several races and had its entire crew suffer food poisoning in the last race, finished 11th in Class B and 59th in fleet.

Racers uniformly had rave reviews for the hospitality of the clubs, the setting of the marks, the administration of the races, and the water temperature. Far, far better than the SORC and the Admiral's Cup, was the consensus in these regards. As far as the sailing conditions, nobody questions that the Clipper Cup has the best.

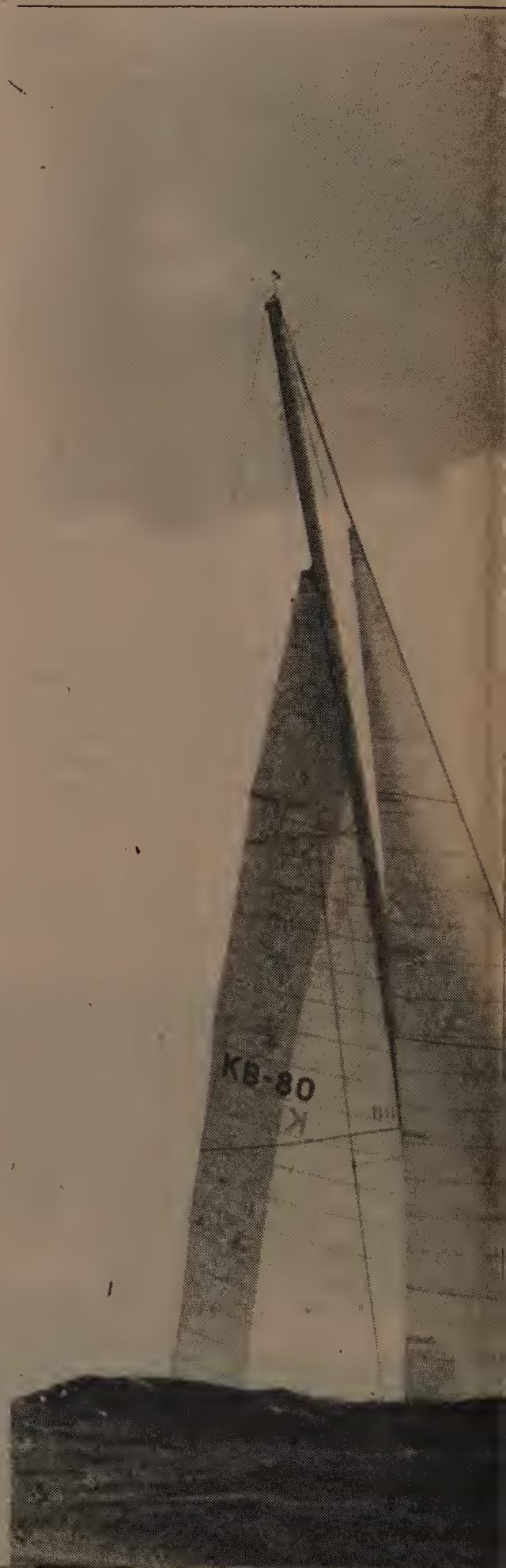
However, there were divided opinions on the Around-the-State Race. Steve Taft for

one, felt that the long distance races included in important regattas are a dated concept meant to test something called 'seamanship'. Nowadays, he feels, every race is a sprint, and a 4-day all out sprint after an already grueling series does not serve the purpose as well as another 150-miler would. Several other people felt that the Around-the-State Race was a little too long, and with all the lees of the various islands perhaps leaves too much to chance. Indeed the Around-the-State Race had a lot of previously mediocre boats moving to the top of the standings and many of the consistent winners dropping dramatically.

As far as competition goes, most people thought there was a higher percentage of really top boats here than normally appear at either the SORC or the Admirals Cup. Several people commented to the point that the Admiral's Cup is too restrictive. Graeme Freeman feels the size of boats is far too restrictive and others felt that allowing just one team per country was too restrictive. Perhaps Dee Smith summed up the feelings best: "This is the best ocean racing series in the world."

As such you're probably wondering how to go about winning it in 1984. We've made a little list of things you'll need: 1) The ability to write really big checks; 2) A first class racing boat with a complete set of sails; 3) A mast expert like David Hulse or Timmy Stearns to keep the stick healthy and aloft; 4) A metal man like Ken Dondero on the crew available for emergency metal work; 5) A fiberglass man like *Zingara's* Jim Jessie for those holes in the bow; 6) A voice with decades of experience like Ron Wise to calm the waters; 7) You'll need a do-everything boat-getter readier like Ron Bartkowski; 8) One of the guys from the sail lofts to sew your equipment back together; 9) One of the guys from the sail loft to drive the thing; 10) Animals on the foredeck who could stuff an airplane into a shore-box; 11) An entire crew with the guts and team spirit of a Leon Daniels . . . well you can fill in all the rest. By now you'll probably understand that there is a lot more to winning a Clipper Cup than meets the eye. But hurry now, because you don't have much time; cause all the owners will tell you it takes at least a couple of years to get it together.

— latitude 38



TEAM STANDINGS FOR CLIPPER CUP

CUP

1. U.S. BLUE (Kialoa, Bull Frog, Great Fun)	2249 pts.
2. AUSTRALIA (Hitchhiker, Margaret Rintoul III, Szechwan)	2181 pts.
3. U.S. WHITE (Brooke Ann, Bravura, Tomahawk)	2171 pts.
4. VICTORIA (SeQUESTa, SeaLater, Challenge)	20.45 pts.
5. JAPAN BLUE (Ko Teru Teru II, Togo VII, Unchu)	2042 pts.
6. NEW ZEALAND RED (Anticipation, Bad Habits, Solara)	2035 pts.
7. U.S. RED (Checkmate, Scarlett O'Hara, Shenandoah, Irrational)	2030 pts.
8. JAPAN RED (Lazy Albatross II, Sunbird, Tobiume, Tsubakuro)	1924 pts.
9. NEW ZEALAND GREEN (Defiance, Dictator, Southern Raider)	1888 pts.
10. JAPAN WHITE (Kazu, Gekko V, Big Apple)	1825 pts.
11. QUEENSLAND (Kialoa II, Galatea, Gold Coast Express)	1650 pts.

TOP TEN IN FLEET

Finish	Boat	Model	Owner	Port	Finishes	Pts.
1.	Tobiume	Takai 39	Tadatosh Saita	Japan	9-14- 2- 9- 6	754
2.	Bravura	Frers 46	Irv Loube	Richmond	17- 4- 4-12- 7	746
3.	Condor	Holland 81	Bob Bell	Bermuda	1-24- 8- 2- 2	746
4.	Kialoa	Holland 81	Jim Kilroy	Los Angeles	4-33-14- 1- 1	740
5.	Great Fun	Davidson 50	Clay Bernard	Richmond	8- 3- 1- 7-17	737
6.	Superwitch	Yamaha 41	Lowell North	Japan	16-16- 9- 6-11	719
7.	Margaret Rintoul III	Frers 51	Stan Edwards	Sydney	3- 1-10-10-20	714
8.	Unchu	Yokoyama 40	Ken'ichi Sasaki	Nagoya	21-12-23- 3- 5	711
9.	Checkmate	Peterson 50	Monte Livingston	Los Angeles	7- 8- 6-21-23	691
10.	Szechwan	Davidson 39	J.W. Whitty	Australia	24-26-24-13-31	689
11.	Bull Frog	Peterson 55	Dave Fenix	Belvedere	2- 2- 7- 2- 37	677
14.	Irrational	Peterson 42	Jaren Leet	San Francisco	23-27-13-31-15	666
28.	Zamazaa	Farr 52	Larry Stewart	Mill Valley	26-15-36-23-40	554
59.	Swiftsure	Frers 58	Sy Kleinman	Richmond	57-DNF-DNF-54-39	343
62.	Scarlett O'Hara	Peterson 43	Monroe Wingate	Oakland	12- 5-DNF-DNF-DNF	338
53.	Zingara	Soveral 39	Zingara Racing	San Francisco	25-23-DNF-18-DNF	403
57.	Confrontation	Davidson 46	David Fladlien	Saratoga	DNF-37-52-DNF-DNF	359

	Boat	Model	Owner	Port	Finishes	Points
CLASS A						
	1. Kialoa	Holland 81	Jim Kilroy	Los Angeles	2- 3- 3- 1- 1	793
	2. Condor	Holland 81	Bob Bell	Bermuda	1- 4- 2- 2- 2	791
TIE	3. Apollo	Lexan 73	Jack Rooklyn	Sydney	4- 2- 4- 4- 5	775
CLASS B	3. Windward Passage	Guerny 73	William Johnson	Atlanta	3- 1- 1- 3-DNF	775
	1. Great Fun	Davidson 50	Clay Bernard	Richmond	4- 3- 1- 2- 1	794
	2. Margaret Rintoul III	Frers 51	Stan Edwards	Sydney	2- 1- 5- 3- 3	783
	3. Checkmate	Peterson 50	Monte Livingston	Los Angeles	3- 4- 3- 5- 4	778
	4. Bull Frog	Peterson 55	Dave Fenix	Belvedere	1- 2- 4- 1- 8	677
CLASS C						
	1. Bravura	Frers 46	Irv Loube	Richmond	2- 1- 1- 2- 1	798
	2. Sweet Caroline	DuBois 44	Marshall Phillips	Sydney	5- 4- 3- 3- 3	781
	3. Apollo V	Peterson 43	Alan Bond	Perth	4- 7- 7- 4- 2	769
CLASS D						
	1. Superwitch	Yamaha 41	Lowell North	San Diego	5- 1- 1- 1- 4	787
	2. Brooke Ann	Nelson/Marek	Larry Harvey	Los Angeles	2- 7- 5- 8- 1	778
	3. Tomahawk	Holland 41	John Arens	Newport Bch	4- 5- 5- 6- 2	773
CLASS E						
	1. Tobiume	Takai 39	Tadatosh Saita	Japan	1- 3- 1- 2- 3	791
	2. Unchu	Yokoyama 40	T. Naktani	Japan	3- 2- 4- 1- 2	788
	3. Szechwan	Davidson 39	G. W. Halls	Sydney	4- 5- 5- 3- 1	783

THE LATITUDE 38 INTERVIEW

JIM & NELDA SMITH

This isn't the most pleasant of interviews, proving as it does that there is no escape — even by boat — from some of the more heinous human tendencies. Unfortunately that's the way the world is, and we figure it is best for sailors to be forewarned of the potential dangers that await them on land as well as sea.

The Smiths, a delightful couple in their 50's, first started enjoying the water with powerboats in the 40's and later had a powercruiser in the Delta. Their conversion to sail occurred during a 1969 vacation to Bora Bora as Jim watched from the bar as two men and a woman sailed into the harbor, anchored, and later spoke in the bar of long cruises and sailing around the world. "What a way to go," he thought.

To pursue a similar dream, in 1976 the Smith's bought their Cal 2-46, Zingara, and lived aboard at the Santa Cruz Yacht Harbor. After retiring from the trucking business and up until their departure in the summer of 1981, Jim worked full 'boating time' — "four hours a day" — getting the boat ready. Their destination was Truk Lagoon where they planned to rendezvous with sailing friends from Saipan, and then buddy boat as far down as Australia.

Generally speaking everything went well until Truk. The sailing had been especially good after the San Diego to Hawaii leg. From Hawaii to Majuro, from Majuro to Ponape, and from Ponape to Truk the wind had typically been 15 to 18 knots with nothing bigger than 4-ft. seas. The trip back to Hawaii, with breakdown forced stops at the restricted military installations at Kawajalein and Johnstone, was quite a bit more difficult. All those sailing days back to Hawaii, however, were nothing like their second night at Truk Lagoon.

38: When did you get to Truk?

Jim: We got to Truk at noon on Good Friday of this year, and tied up at the commercial dock. Customs or Immigration came down, and then it was 9:00 p.m. before Agriculture came down. He cleared us, but it was late so we stayed tied up at that dock until the next morning. That second day we anchored 50 yards off the Continental Hotel, had dinner, got back to the boat about 9:00. We decided to sleep up on the deck because it was a beautiful night, with a full moon and all.

About midnight three punks boarded the boat with machetes and ball bats and started working us over. They tried to rape Nelda, and they tried to kill me — at least the police say that it was their intent to kill me.

38: They hit you with the bats?

Jim: Heck yeah, they had me layed open here [pointing to his back], slashed me here [pointing to long scar on his head], all over!

Nelda: They broke a ball bat over his head — we found the last ten inches of the bat on the boat after they had left. The 4½-inch cut over Jim's left eye was done with a machete, as were the three cuts on the back of his head. And his head was all knotted from the baseball bat blows. A knife slashed a 10 or 12-inch cut across his back. He was black and blue all over — under the arms, under the legs — everywhere.

38: Did they leave you for dead?

Jim: Well, when we stopped in Majuro we met a man by the name of Ben Abrams, an American attorney practicing law there in the Marshall Islands. He lives aboard his boat in Majuro, and stopped

by and then we had dinner on his boat the next night. He had one of these mail order catalogs all these companies ship out, one with an ad for tear gas in the back. I told him I'd always wished I had taken some tear gas with us on our boat — I've got a shotgun aboard, but as the incident at Truk proved it isn't always handy. And then if you show a weapon like that, you've got to be ready to use it, and if you do, you've got to be right, so a gun didn't seem the complete solution.

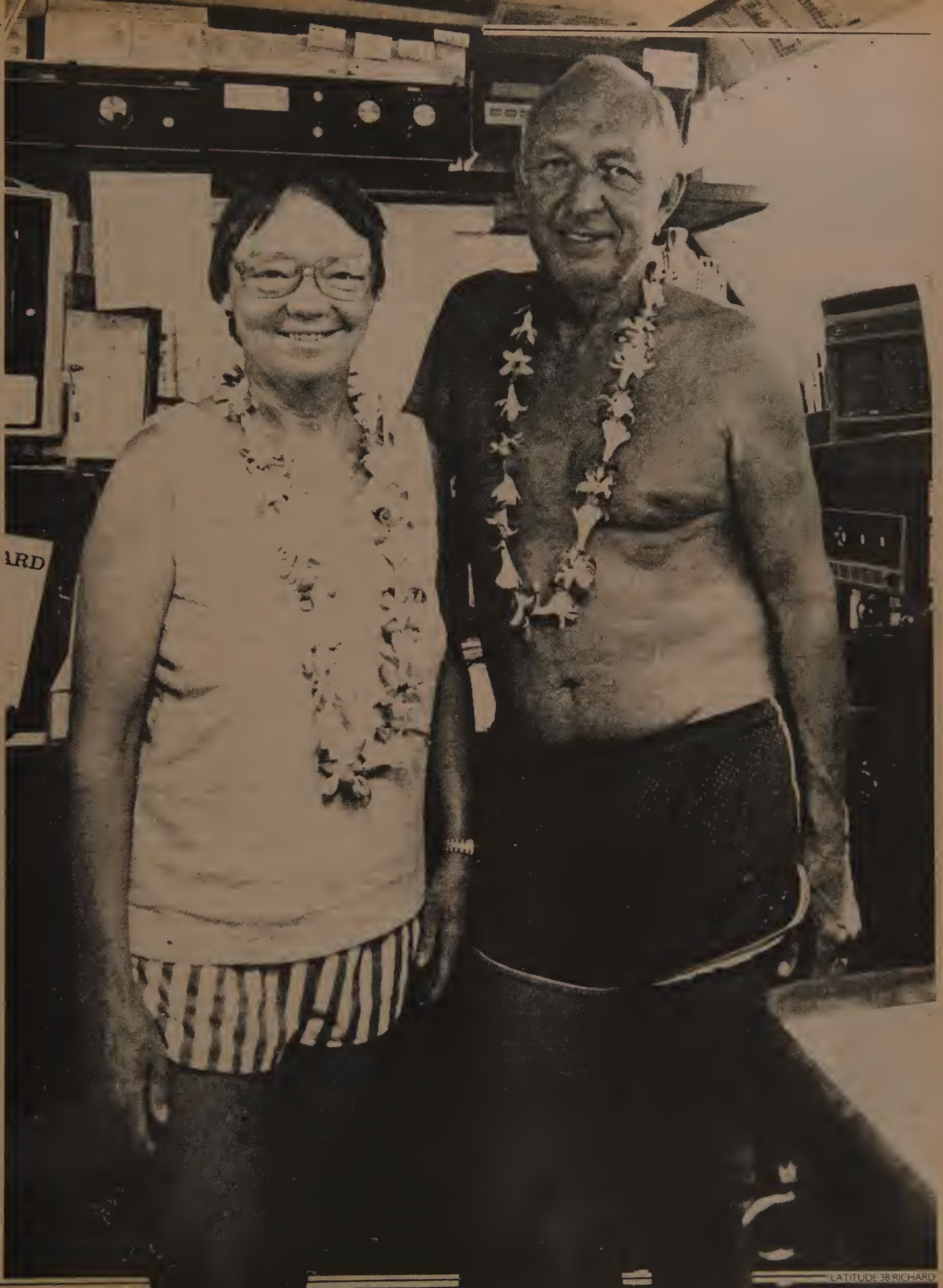
Well, Ben told me he had another order going in to the company, and he'd order some tear gas and send it on to Truk for us. When we got to Truk there was this package waiting for me from Ben with the tear gas. We just threw it on the boat and anchored out. I opened the box, took the can out and read the directions, and set it down beside my feet and completely forgot about it.

That very night when they were beating the hell out of me up on deck, I stumbled down below to try and find a knife or something to fight back with. They chased me down below so I fought back up on deck to get away from them. [Laughs feebly at the incredulity of the incident.]

38: You were completely asleep when they came on board?

Jim: Oh yeah. They didn't hit me at first, but Nelda screamed when the guy got on her to try and rape her. I woke up and saw one guy at my foot and another guy at my head. The first thing that goes through your mind is 'what kind of silly joke is this?' Some sick joke. I started to sit up and that's when the guy behind me hit me. From then on it was just mass confusion.

Nelda: And they were wearing ski masks.



interview:

Jim: To continue from before. When I went back up on deck I fell — I was losing a lot of blood from the head wounds — and I fell on our sleeping bag. One of the guys then threw the sleeping bag over my head and then grabbed me by my throat. I just lay there for a

“I’ve got a shotgun
aboard, but as the
incident at Truk proved,
it isn’t always handy.”

minute gathering strength until I had to have air, and then I reached over and pulled his hand from my throat. But I needed air because I was suffocating under the damn bag, so I got up on my elbows — this is the best I can remember — and I saw that can of tear gas. Reaching for that can was the only thing I can really recall being deliberate about during the entire incident.

I very carefully reached over and got my finger on the right place on it — fortunately he didn’t see me do it. Then I just stood up with him on my back and started squirting the guy that was over here, and I started squirting the guy on me, and I could tell I was hitting them because they immediately let go of me, started hollering and took off. And that was the end of it.

38: Did the authorities catch them?

Jim: No, but they know who they are, that’s all I can say.

Then the guy on Nelda jumped up and knocked me down as he started to leave. He just sort of brushed me — I suppose I just sort of fell down. He jumped in their boat with the other three of them and took off.

Now before they had come aboard apparently one of them had cut the painter on our Avon inflatable and ran off with that. But the four guys didn’t even untie their boat, they just took the machete and sliced it off, and away they went with their engine on. They had about a 17-ft. skiff and had a 35 h.p. Johnson like all the little boats there. They motored off for about 200 or 300 yards, then they stopped, and then motored off in another direction again. This is what the security guy at the Continental Hotel said. Nelda was screaming by this time and the security people heard her.

38: Could they hear you at the hotel?

Jim: Yeah. In fact the security man got a guy who was down on the beach with his wife — another native guy — and they got the hotel’s little 18-ft. boat tied up to the dock. But they lock up the gas cans at night, so the guard and the guy he recruited off the beach untied the boat and had to swim out to our boat towing this 18-ft. boat. [Quiet laughter]. Then they rowed me . . .

Nelda: They swam back pulling the boat with him on it, a distance of 50 or 75 yards. By this time a cop was waiting on the dock, and

they rushed him to the hospital.

Jim: After this happened the island got pretty shook up about it. The Governor of the island — I can’t really say enough good things about the people really, you can’t put them down — but it was Easter Sunday by then, it had happened late the night before. The Governor was evidently going to Easter mass early — like a 5 a.m. — when they were taking Nelda to the hospital. They had taken me to the hospital first, and then they took Nelda to treat her for knife cuts she suffered while fending off blows from the machete.

So anyhow at 5 in the morning he comes on the boat, and he’s completely pushed out of shape. Very upset about it. He said they’d had problems with boats being robbed before, but nobody had been aboard, and there had been no physical violence. The Governor immediately told us he was going to have our boat moved down to the government docks, that he was going to have 24-hour police protection watching over it — and he did, for five weeks there was a policeman guarding our boat 24 hours a day.

38: This happened when?

Nelda: This April, the eve of Easter, about ten at night or so.

Jim: Evidently one of the social customs on Truk is to respect the elderly — and I really didn’t think of myself as being old until this took place, but I am 59-years old. But their custom is to respect the older people, and since we were old in that sense, the attack really upset all the people on the island. So they were incensed about it — but not enough that they’ve really done anything that I know of.

38: You mentioned that you think they know who your assailants were?

Jim: Well, Nelda gave them a damn good description of the guy who was on her — he’d even bitten her; once she tried to get up and he pushed her down and bit her on the cheek and he had one tooth out. His whole description, the way his hair was cut and everything else was a little different than just the average Trukese.

There’s still Americans on the island. The Governor’s assistant is American and the ex-chief of police is now stationed in Saipan and he works from the Micronesian Bureau of Investigation. They sent him down, and he’s the one who really started getting the facts. We could communicate with him. The normal police there are all Trukese.

38: Is there a Trukese language?

Jim: Yeah. But when the ex-chief arrived to investigate, Nelda hadn’t described him for two minutes and he said, “Oh, I know who that is, that’s my old buddy.” I said, “What do you mean ‘friend’?” He explained that what he meant was that the guy had tried to kill him two or three times.

38: He was serious?

Jim: Yeah. He brought a picture down and asked Nelda if it looked like the guy and she said ‘yes’.

38: Well, didn’t anything become of that?

Jim: No, not really. This was a week later — in the meantime their investigation revealed that one guy had come home drunk at 1:00 in the morning after our attack . . .

Nelda: . . . all covered with blood . . .

Jim: . . . and they stripped him to wash him off and find his wounds so they could treat him. But hell he didn’t have any wounds — it was my blood on him! Well, I say it was my blood on him; obviously I don’t have the proof. But he’s a friend of the guy Nelda has identified in the picture as the one who tried to rape her.

And then there was another guy, but . . .

Well, they told us they don’t need us — I told ‘em that when I

thought I was strong enough to leave I wasn't going to come back to testify because I'd had all of that damn island that I wanted. The new law — they've still got two court systems going there; they still got the Trust Territory judges taking care of the cases left over from before their independence, and then they got their own judges and laws of their new thing.

38: When did they get their independence?

Jim: January of 1981, I believe. Our attack occurred under the new laws and one of the new laws is that I don't have to be there to testify, so apparently they can convict them without me being there.

38: Do you think they're going to find and convict them?

Nelda: *[Shakes her head, indicating she doesn't.]*

Jim: The ex-chief of police says that even if they convict them, it wouldn't really do any good. That they'd put them in jail for six months and then let them go, so what's the big deal? But he told us that he feels there is enough ill-feeling on the island against our attackers that 'island justice' will take care of it. He told us not to be surprised if we would receive letters from the island, showing the attackers 'before' and 'after'. He says that's how island justice works, that they'll go out and do the same thing to them as they did to us.

Nelda: He told us that island justice will brand them in some way. For instance the guy who bit me, maybe they'll make a knife cut on his face that will leave a permanent scar. Maybe they'll knock all of his teeth out, but some way the people will be branded for the rest of their lives so all the people in the Truk Lagoon will say 'Oh yeah, you're one of the s.o.b.'s who did that to those old people'.

38: It sounds like Cabo San Lucas. A Mexican friend of ours told us that if someone steals a car down there the Federales just spread out, track the guy down, shoot him, and bury him on the spot.

Jim: I'll go along with that, that's what I felt like doing with these guys.

Nelda: The Governor told us that if they found them, he doubted very much whether they would survive. But I think the Governor was a little over-zealous in his statement because of their political system. I think there would be too much pressure on the Governor for that to happen. An 'accident', maybe yes, but to just go out and deliberately kill them, I don't think that would happen.

But one interesting thing was that the night before we left Truk . . .

38: How long did you stay there after the attack, did you stay in the hospital?

Nelda: We stayed there for five or six weeks.

Jim: I didn't stay in the hospital because I didn't know what condition she was in. They tried to get me to stay, but I wouldn't; I went back to the boat. A Canadian doctor who came a while after the attack told me I was wise, because it wasn't that sanitary. But I did have to come back each day to change the dressings.

38: We interrupted you before, Nelda.

Nelda: I was just going to say that the night before we left, the same one who they think did all the cutting on Jim was involved in a fight among the Trukese, and he cut off the nose of another Trukese with a machete.

Jim: It was probably just a wild swing, but he did cut the guy's nose off.

Nelda: So the day before we left a local cop — who had become a friend of ours — was being sent out with some other people to pick this guy up. But we don't know what happened after that.

38: Is it a violent island normally?

Nelda: All of Micronesia is becoming more violent.

Jim: Before we go into that, let me say that the authorities kept

asking Nelda if they were drunk — I didn't know if they were. But she kept saying no, that she hadn't smelled any booze. Finally she told them that there was a strange odor about the guy, but the only thing she could think about was that she remembers smelling the same

LATITUDE 38/RICHARD



Nelda and Jim at their temporary berth at the Ala Wai harbor.

smell while baking bread. The authorities said: 'Then they were drunk.' What happens is that they take a pound of yeast and mix it with coconut milk and whatever, it ferments in a hurry, and they get drunk quick.

Nelda: Like 100 proof.

Jim: So they said they were drunk.

It seems to be that when it was a Trust Territory they tried to educate the people, to send in teachers — well, you know what they did in the Trust Territories. This was for years and years after the war and especially in the last 15 or 20 years. So they give them a grade school education and then some of them get a little more — in fact the guy we believe was on Nelda had gone to school at the University of Oregon, someplace like that in Oregon where a lot of Micronesians go.

So the idea was to educate them and give them jobs. So everybody works for the government here, or else they don't work. They don't catch fish, the Japanese do that for them and sell it to them in cans. But it's always — well, all of a sudden all of the government jobs are taken, there aren't any more. And the population is exploding just like anywhere. So there are problems.

38: Do they grow many crops? We know Tonga had a lot of problems with food a few years back, but recently we read that they'd been concentrating heavily on agriculture and were now exporting food.

Jim: No, they grow very little food.

Nelda: Just what grows wild. They don't fertilize, they don't take care of them, they don't merchandise them after they grow them.

Jim: So if it wasn't for the barges coming in, I don't know what they'd do, probably wouldn't eat.

So the teenagers and the people in their early 20's don't have anything to do — understand that this is hearsay from the quite a few Americans on the island doing different jobs. This is their viewpoint, that there are all these young people who have nothing to do but get drunk.

Evidently it seems in the last two or three years they've been doing a little cultivating, but only of marijuana — over on Moen, up in the

interview:

hills. What that's apparently done is create gangs, and trouble between the gangs. In fact the week before we left they were having a trial, a trial for torture. It involved a Trukese boy that had been over ripping off one of the other gang's crops. What did they do? They

"The ex-chief of police
says even if they
convict them it wouldn't
do any good, they'd
let them go in
six months."

pulled all his fingernails out . . .

Nelda: It was more than one person. One gang had gone over and stolen the marijuana from another gang. So the people that owned the marijuana sent a bunch of their people over, and they flat out killed three or four of the first gang. Just killed 'em — they've got guns. So the first gang went back and got 7 or 12 or some number of the other gang, took them out in the bush, tied them to trees, lit them on fire, pulled their fingernails out, and so on. Then the cops came in and arrested the people and they were convicted — and the Governor pardoned them the same day.

38: It sounds like a pretty wild place. We've talked to a couple of people who've cruised through there, and they've mentioned they felt some resentment, but that it wasn't too bad.

Jim: The people we talked to say it just seems to be getting progressively worse.

38: Do you have any idea what the population of Truk is?

Jim: Seemed like about 20,000.

Nelda: I'm not sure if that's just the island or the whole lagoon. You see, it's called Truk Lagoon, and it's made up of something like 17 islands.

Jim: Of which only two are populated, Moen — the main island where the government administration is; and the thugs were from a second island, Dublon.

38: And there's a coral reef that encircles these two islands and all the other little ones?

Nelda: There's a reef around the whole atoll — which is about 40-miles across.

Jim: It's a big lagoon, and it has lots of 'highrise' islands on it. They're not flat.

In 1943 or '44 that's where the turning point of the war was, we caught the whole Japanese fleet in there. There's like 60 sunken Japanese ships in there.

38: There used to be a sailboat charter company that operated out of Truk and lots of scuba tours.

Jim: Oh yeah, wreck diving is the big thing at Truk.

38: Did you meet any other cruising boats in Truk?

Jim: No, we were the only ones. Oh, there was a Japanese couple that came in on a small, about 28-footer, and then our friends from Saipan later sailed in.

38: Well, what has this done to your plans and thinking? You originally planned to go all the way down to Australia.

Jim: It kinda disenchanted us on cruising at that time, but of course I was still weak and sore. So at the time we decided that we could cruise British Columbia, Alaska — places at least where we spoke the same language [laughter].

Really, I'm not too excited about — well, we may go on back to Tahiti and then that. If you talk to people who've been down there — and we've flown down ourselves — the islands are clean, the water safe to drink, the people are very friendly. It's a completely different environment. As far as going back out to Micronesia, I'm not interested at all, because in my estimation the people are not doing anything to help themselves.

Nelda: And they don't like Americans. They like our dollars but they don't like us.

Jim: Well, they don't like anybody that's gonna be — well, I think it's not just Americans they don't like, because if the Japanese were in there they wouldn't like them.

Nelda: Oh they hate them!

Jim: I don't know what the answer is, and I don't really even want to get into the political part of it. But I can't help but think people have got to want to help themselves before they are going to be happy and they just don't seem to be interested in doing that.

It's just like the guy who was on her — well, the guy we're pretty darn sure was on her. He's a nephew of the guy . . .

Nelda: . . . of a guy who runs the dive shop. There are two dive shops on Truk, one is owned by a Trukese, and the other is an American who used to work in the Peace Corps there and married a Trukese woman. There's a lot of competition between dive shops.

Our attacker — the rapist — would every now and then steal his uncle's compressor, leaving his uncle unable to fill tanks. So he goes to the American to borrow his compressor and that kind of thing.

What everyone thinks the 'rapist' is doing with the compressor is — well, the big thing there is dynamiting fish along the reef. Fishermen who fish in the traditional manner work for a week to earn \$20 to \$40 . . .

Jim: . . . a day, they can make \$20 a day fishing.

Nelda: But they can go out and dynamite fish and make \$250 a day. So the theory was that these thugs stole our rubber dinghy, and were going to deflate it, sink it to the bottom next to the Japanese ships — where they get the dynamite. Then inflate the raft with the compressor to bring a big load to the surface.

Jim: They made a park or something where all these ships are sunk, and you're not supposed to bring anything up. But they go down and bring the ammunition up. That's what we think they had in mind with our inflatable with the compressor. Instead of just bringing up one shell at a time, they could bring up a whole bunch of them.

38: What's the standard of living like in Truk?

Nelda: By U.S. standards it's not very good.

Jim: When they drink a beer or can of pop, they just toss it out in the front yard when they are done. There's a lot of garbage in the harbors.

Nelda: We don't contribute, we don't throw our cans in the harbor, but the natives do it all the time.

I'd like to tell you something that might be interesting from a

woman's point of view that happened during this incident. I could hear — while I was lying up there pinned down, and this guy was drunk enough so I guess he couldn't get an erection so he wasn't having too much success in raping me — I could hear the dull 'thud', 'thud', 'thud', of them beating on Jim down in the cabin. In America there is the macho man-type image, in that there are certain things a man shouldn't have to do. And I could hear Jim three or four times say: 'That's enough, please, that's enough.'

To me, this was a macho man begging for his life. And it absolutely incensed me, because I don't think any man should have to beg for his own life from a bunch of punks. It was at that point I got so mad that I *had* to get this machete from the guy who was trying to rape me, and I just *had* to chop all their heads off. In the course of trying to wrestle the machete way from this guy is when I got the knife cuts all over my hands.

When the whole thing was going on, I could hear Jim say, "I've got to talk to my wife, I've got to know if she's alright." The guy on me was trying to choke me, and I'd kept chattering to him, "I've got to tell him I'm alright". He would take his hands off and I'd shout, "Jim, I'm alright." And I'd hurry and ask "Are you alright?" And the guy would hurry and start choking me again. And Jim would say, "I'm alright." Neither one of us was alright, but we were both lying to each other to give the other that courage to keep fighting, to try and survive some way. *[All spoken with a quiet intensity.]*

38: Maybe we should take a break from this emotional incident for a moment or two. Did your Cal 2-46 perform to your expectations?

Jim: Oh it's been great. We lived aboard for five years before we started. It has normal problems, anything that can break is gonna break, but you just fix it as you go.

Nelda: I think cruising is a great way of life. Anybody that's into sailing, I think it's just wonderful for them. My only suggestion — just like Earl Hine had written in his book *Sail Before Sunset* — I would recommend they sail and cruise before they get old enough that people will think they're an easy mark.

38: Do you think that was a contributing factor in your attack?

Nelda: I do. They cased our boat, we're sure of that. They knew there was just the two of us and that Jim has white hair. I think they just didn't realize how tough we were.

38: So you don't feel you're too old to do the sailing?

Nelda: No, oh no. We've spent a lot of money on making the boat so most of it can be handled from the cockpit and with relative ease. No, the sailing is not that rough, and I have enjoyed it. I've even gotten to the point where I don't get seasick. *[Laughter.]*

You have heard the bad part, but there have been lots of good parts. I'll say this, cruising will either make or break a marriage. And I think that our marriage has been strengthened tremendously from our experiences. When you're at sea, you really have to be at peace with yourself. You learn to know yourself. We've talked about things that happened to us when we were kids, our brothers and sisters, our families — we *really* know each other now. I think you can live with somebody for years, and not really know them that well.

38: Maybe in normal life situations there isn't the time?

Nelda: That's right. Cruising is a simple life. You don't cook fancy meals, but you have nourishing meals. Have what you want. We don't drink any alcohol — when we're under way. It's a good life cruising, a simple life, but a good one. I highly recommend it to anyone.

Jim: He knows all that! *[Laughter.]*

38: Well no, we really haven't had the opportunity to know it in

the sense you do, and also we think it's very important that people hear it from you, from your perspective. Especially after the unfortunate incident.

Jim: Yeah, we come out of it. We feel we're real fortunate, we're

“Cruising is a good way of life. Simple but good. I recommend it to anyone.”

alive.

Nelda: They did not intend us to live.

Jim: At least that's what the locals say, and they know their own people better than we do. I got a few scars, but other than that . . .

38: What about emotional scars?

Jim: None, not really, I don't think. If anything, I'm a little bit more, oh what's the right word . . .

Nelda: Realist?

Jim: No, I'm a little more prejudiced *[laughter]*; I'm a little bit more racist than I used to be.

38: That's an understandable reaction.

Jim: It wouldn't bother me . . . well, the way I feel right now I wouldn't care if a missile had a near-miss and wiped out the whole island *[forced laughter]*. Anyway . . . but I don't think I carry many emotional scars.

Nelda: I think we both have worked that out. I think we both could have had emotional problems, and in fact it was later suggested at another island that if we felt that talking to a psychiatrist would help that there was one available. But I come from a very religious background, and I don't want to harbor a lot of hate, I just couldn't handle it emotionally to keep thinking how I would like, for instance, to take a machete and cut off the penis of this guy who tried to rape me. That's an eye for an eye, and a tooth for a tooth. But I couldn't handle that emotionally so I just kind of worked it all out and said "God, you be the punisher. You take it off from my hands." I want to feel good, and Jim and I have a lot to live for, and we have a lot of years left, and I don't want my feelings of hate and hostility to overpower me. It would only hurt me. So that's kind of the way I've worked it out.

38: Thank you for taking the time to share this unpleasant incident with us.

The preceding conversation was conducted at the Ala Wai Yacht Harbor in Honolulu where Jim and Nelda were recuperating from the sail back from Truk. They enjoy the Hawaiian Islands and plan to spend the next year there on Zingara.

SLOUGH

John said we had to shove off about 9 a.m. to catch the flood tide, so we loaded the groceries, filled the tank, laid in some alcohol, tied on the dinghys, and shoved off about 2 p.m., bound for the Delta.

We used to do the mad scramble to reach Mandeville for the fireworks on the Fourth of July, but this year, everything was different. Since we dropped out of racing, it didn't really matter when we went. "No more fitting in vacations around the YRA schedule," I said smugly to dockmates as we loaded the boat in our new, laid-back demeanor. "There's a race next Saturday, we'll think about you out there crashing around in the fog while we're tied to a tule reading slutty novels."

We were so busy being laid back that we didn't reach the Carquinez Bridge until dinner time. "Why don't we just mosey into Glen Cove for the night," some very relaxed person suggested. So, being totally flexible, we did.

We motored in and tied up at what looked like acres of guest dock and the kids, overly anxious for a preview of the delta, put on their suits and jumped in the water.

As we peered around for somebody in charge, a nice old gent in a weathered putt-putt cruised up and said hello and told us we could stay where we were, but swimming in the harbor was against the rules. We removed the kids from the water and suggested they try out their new fishing rods way down at the end of the dock, but we were informed that fishing, too, was against the rules. Then the nice old gent escorted us to the office to register. As we did so, some woman yelled over at him, ignoring us completely, "They can't stay there, I got two houseboats coming in." Not exactly the warmest reception we've ever received. The nice old gent told her he thought there would be plenty of room, and after a few grumbles, she stalked off.



The famous Delta moustache.

"Is that the boss?" I inquired. He nodded his head up and down, and as I signed in, he said "I hate to say it, but that will be eight bucks." I could see why he hated to say it. I wasn't too crazy about it myself. Then I spot-

ted a sign that said 'No Fires'. "Does that mean we can't barbecue?" I whispered to John. "Don't ask!" he said.

As night fell, several more boats cruised in inquiring if they could occupy the huge expanse of empty dock space. Everybody was turned away, awaiting the imminent arrival of the houseboats, but no houseboats ever arrived. John inquired about the possibility of somebody using the numerous empty berths in the harbor, or tying somebody up at the gas dock. We were informed that tying up at the gas dock was against the law and that they never let anybody into people's empty berths because who knows? The berth holder might get sick and come home.

There were no signs saying you couldn't feed the huge flock of ducks, but as we were doing so, my son Blabber-Gums blurted out, "How 'bout a nice fat duck for dinner?" I kid you not, out of nowhere popped Miss Congeniality, saying "You better not talk about eating the ducks when the harbor master is around."

After cooking with the smallest number of coals possible so as not to attract attention to our fire, we decided to turn in, but as we slid into our sleeping bags, and I snuggled up against John, he whispered "Watch it, that's probably against the rules too!" Shoot, you sure don't get much for eight bucks these days!

We all took one last hot shower the next morning, and as we headed up the river I noticed a dirty smudge under my husband's nose. "You got some grease on your face," I said. "Here, let me get it," and I swiped at him with a paper towel I was holding.

"Hey, quit it," he said. "That's my moustache!" "You gotta be kidding," I said. "It looks like you forgot to wash your face." There were chortles all around as the kids gathered to view the joke under my husband's nose, and they said "Yuck" and "Eeeugh" and other appropriate noises.

In addition to the moustache, there began that day what we refer to as our Annual Delta Engine Trouble. It seems that whenever we get north of the Carquinez Strait Bridge, our Atomic 4 begins to act up. Other people have the same complaint. One of the foremost topics of conversation over hors d'oeuvres is who has the sickest engine. The second most common topic is who has the deadest battery. My conclusion is that we



motor more during the first week in the Delta than we do the entire year on the Bay, and the engine decides to punish us for all that extra exercise. More about engines later.

We had made a decision before leaving home to check out the tules behind the mothball fleet. Friends had told us that a short jaunt into Suisun or Montezuma Sloughs were the closest tules you could find if you couldn't get away for very long, so we took the channel that skirts the fleet of rusting hulks, then assumed a compass course of 340 to enter Montezuma Slough. We had to cross an area marked 4 ft. with our 5½-ft. keel, but the tide was high and we encountered no problem, though I always suffer premature cardiac arrest whenever we venture across unmarked shallows.

Montezuma Slough was sailable, however unusual wind direction offered us no shelter

Above, the Rowley's literally go 'up' the Delta. Below, the turtle from Turtle Lagoon.



SUE ROWLEY



SUE ROWLEY

behind the large grove of trees where we had been instructed to anchor. But we made a mental note that it was certainly deserted and a potential lazing-about spot for a three day weekend, when Petaluma and Napa are inundated.

Backtracking a bit, we motored through Hunter Cut into Suisun Slough, and practiced emergency anchoring three times as our balky engine repeatedly sputtered to an aggravating halt. We passed several potential tie-up trees, but our attention had been drawn to a huge grove of eucalyptus in the distance. Was it on the windward side of the winding slough? We couldn't tell, but in addition to the lure of potential shelter from the afternoon wind, we saw through the binoculars huge birds flying in and out of the tall

trees. As we neared the grove, our suspicions were verified: it was the nesting place of multitudes of Snowy Egrets and Great Blue Herons. Each tree had a half dozen enormous nests and it was positively awesome to see those huge birds perched atop the nests or circling above. We ran aground twice on the shoaly curve as we circled repeatedly, sharing the binoculars for a closer view. It was the highlight of our day, but the trees were on the leeward side of the slough and we finally pressed on in search of an anchorage.

We didn't have far to go. As we rounded the next curve and touched down briefly in an area marked 60 feet, we came upon a huge grove of trees on the windward side. It was obvious that the shore was hard ground, and there was a rope swing hanging from a tree which leaned over the water. What more could a family of sailors including two grubby, boat-weary kids want? There was just one hitch. The space was already claimed by two apparent newly-weds who were skinny swimming as we rounded the bend, and they looked at us in horror, afraid that we would drop our anchor amid their privacy. Though there was ample room for a half dozen boats, we didn't have the heart to intrude and instead, chose a tree near the next curve in the river and hoped they would eventually move on. They didn't. So after two days, we made a mental note to come back again sometime, bid farewell to the herons and egrets, and headed out.

Unfortunately, you can't go all the way around Montezuma Slough in a sailboat because of a fixed bridge. It would be a great way to avoid the miserable Middle Ground area, particularly on the return trip, but we

returned to Suisun Bay, zigged behind Ryer Island, and headed for the good old San Joaquin.

It was honking in Suisun Bay, and as we gassed up at Pittsburg and went ashore for ice, I had this feeling that I was being seduced. It never fails. Whenever we pull into Pittsburg, no matter which direction we're travelling, and no matter how tight our schedule, we always end up spending the night. Maybe because it's so balmy compared to the rip-snorting weather just outside the breakwater. Maybe because berthing is only \$3.90. I don't know. Anyhow, we had been away from home four days, and we still weren't in the Delta yet! But baby, I didn't care.

We fed the kids hot dogs, closed the hatch on them and went ashore amid the shuttered up stores of the "redevelopment area" of Pittsburg to the dive called the New Mecca. We'd always heard about but never tried it because of the raunchy neighborhood, but with his new moustache, I figured John would fit right in with the other winos. The place is dumpy looking, and seemingly always crowded, but half of the waiting line were locals who had ordered take-out food. Be sure to get a number from the cashier if you want a table, a requirement we overlooked at first in the chaos just inside the front door. We finally grabbed a seat at the counter and five minutes later had a hearty and delicious meal in front of us for about four bucks each. The location is not so intimidating anymore since the new police substation opened right next door to the cafe.

The next morning, complete with new spark plugs, a block of ice, and a fresh hankering for tules, we set out again for a favorite anchorage in White Slough. I refuse to reveal the exact location because too many people know about it already, but we call it Turtle Lagoon. There is one certain

The famous Delta moustache with tongue.



tree that you can tie up to and be visited each evening at cocktail hour by a little box turtle that actually begs!

Just about the time you set out the hors d'oeuvres, out of the shadows appears this lit-

SLOUGH SAGA

the guy with his crusty white chin sticking out of the water and these soulful red eyes looking up at you. He chases after food just like a puppy, but you can tell that he has been terribly spoiled. He'll eat brie and marinated mushrooms, but he won't touch cheerios or spaghetti. Cold chicken was just fine, but leftover salad was ignored. And peanuts sink too fast. (We were careful not to mention turtle soup in his presence).

After about three days of butt sitting and turtle feeding, we were joined by another family of our friends, also with two kids, who told us all about their engine trouble and brought along an interesting new diversion for us all. Gone are the days of spinnaker flying and marathon dinghy racing. The new phenomenon in the Delta is wind surfing. (Sail boarding?) Whatever you call it, we saw them everywhere we went: people with panicked looks on their pusses, wind surfing right into the tules. Apparently nothing you've ever learned about sailing, except wind direction, will help you in wind surfing. The mast swivels and tilts make a complete fool out of you, right in front of all your friends. It's just great! Our friends rented theirs on the Bay somewhere but when we got to The Meadows, there was a little commercial operation afloat renting wind surfers, jet skis, inner tubes, you name it!

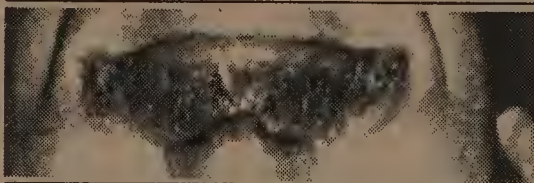
As the days rolled by, the Delta moustache continued. He sat there, rolling his eyes downward, pooching his upper lip out like a big ugly sturgeon, and proclaimed that he could begin to see his moustache. Big Deal. I had tried everything to get him to stop this nonsense. I tried retaliation by letting all my body hair grow for several days, but that didn't phase him. It only itched.



Pretty soon he was feeling the ends of his moustache with his tongue, and generally leching around; nuzzling my knee with it when I wasn't looking. He was worse than a mischievous kid but too big to smack. I just tried to ignore it.

After a couple of scorching days in The Meadows, we dined in the splendor of the air conditioning at Giusti's where we commiserated with a fellow sailor who had sucked reeds or something into his engine. We all agreed that you should put a screen filter in your engine before you venture into the Delta, but that did not help us with our still balky engine.

We also spoke with a fellow who had been trapped outside the drawbridge on Snodgrass Slough all night. He didn't know it closed at 5:00. It sure helps to have the Coast Guard's bridge book for that kind of informa-



The famous Delta moustache when viewed from upside down. Cast your vote today: should John retain the 'stache?

tion. Also, we advised him to go through all his Delta charts and ink in the fixed bridges in red. It makes them easy to spot and can eliminate a bad surprise at the end of a long journey.


Later we literally blew into the dock at Caliente Isle Yacht Club on Bethel, and there we had a most pleasant encounter with power boaters. When we described our recurring engine problem, we became the laughing stock of the cocktail hour. They all knew that the first thing you do when you get a new engine (ours is now seven-years old) is replace the carbon filament sparkplug wire, so a helpful guy named Gene from San Leandro Yacht Club drove us all over Bethel Island until we were able to find the \$1.50 worth of replacement copper sparkplug wire we needed to get the engine purring like a kitten again. And just in the nick of time too, because the next morning was going home time, motoring to weather for eons with four layers of clothes over my gorgeous tan.

Once I got home and took my first really hot shower though, I discovered that my tan was three shades lighter than I thought. It was just a few layers of clingy Delta sludge. I stood in the shower with a whole new appreciation for running water, and as always, the shower floor rocking gently back and forth under my feet.

"That was a great trip," I called out to John who was shaving nearby, "but a bit far to go for a good boat mechanic."

"Right," he said, poking his head through the shower curtain with a wicked grin on his face. To my chagrin, he was clean shaven, but the moustache remained. "You're going to love it," he said, just before the soapy sponge hit him.

— sue rowley



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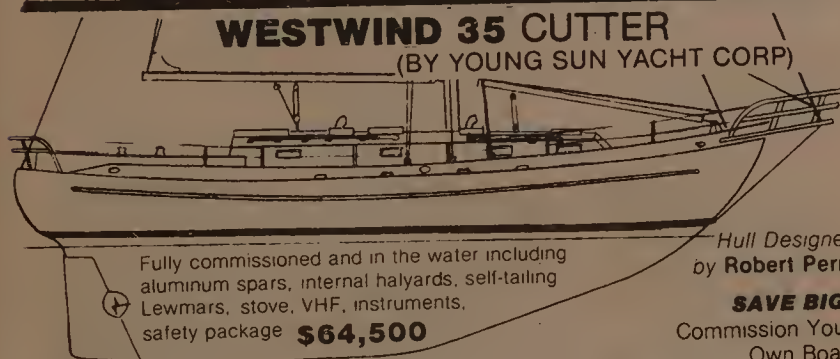
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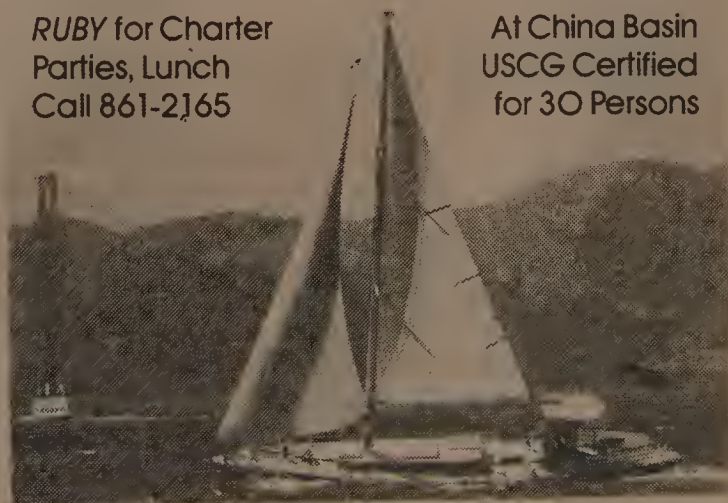
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SINGLEHANDED TRANSPAC

The Singlehanded TransPac race can be considered a large testing tank for boats and equipment. Each skipper invested a phenomenal amount of his time, energy and cash into qualifying for and participating in the ocean event. Each researched every piece of equipment on his boat and then made a decision to carry it or leave it behind. Their reasons are important, but even beyond that, the actual performance of their equipment, if tabulated and shared, can be of value to all future solo sailors, distance cruisers, and casual coastal gunkholers.

Each of the finishers were given a three-page questionnaire to complete. The racers were asked to return the completed questionnaires by the end of July. However, in their enthusiasm for sharing their new-found information they returned the completed answers within hours of receiving the paperwork request. (The original questionnaires will be on file at the Singlehanded Sailing Society in San Francisco.)

In the following pages we will summarize the results of over 25,000-miles of solo ocean racing.

Self-steering gear and autopilots

They are vital pieces of equipment for any solo boat as well as for most cruising boats. Often it is expected to take over virtually all helm duties and keep the boat close to her course in nearly all conditions. However, the perfect self-steering or autopilot has not been developed. There are simply too many variations of wind and wave to be compensated for. Downwind courses have always been tough on equipment as well as on erring human helmsmen. Further, it takes time for the skipper to learn how to fine tune his boat and his steering equipment so that they work well together. On some of the boats the self-steering and autopilots had been installed just prior to the race, precluding a season or more of familiarization. And since this was a race, the skippers used their equipment to the extreme limits of performance. Table 1 shows what they found.

Sails

Of the nine boats responding (eight sloops, one cutter), the mainsails of each had either two or three sets of reef points. Most carried four headsails, but one skipper had only two jibs. Dan Newland, Wylie 34 pilot and first monohull to Hanalei, carried the largest sail inventory — seven headsails of varying weight (4 Mylar), plus four spinnakers. In this year's race, all but one boat

used their chutes, and most had two or three chutes of different weights ranging from half ounce to Dan Newland's 1.8 oz. 75% storm spinnaker. Dan found that sail to be a real workhorse, as it was easy to fly under any conditions.

Doug McNaughton cut down his sail stowage space by having reefable genoas on his Express 27. (His 155% reefed to 135%;

the skippers responding, he is the only one who did not fly a spinnaker. His goal, by the way, was simply to get there to be an "also sailed."

Of the skippers using spinnakers, we have summarized the performance of their boats and their self-steering equipment below. Some individuals remained at the helm for surprisingly long periods, spurred on by the thought of just edging in ahead of the competition.

“Skippers used their equipment to the extreme limits of performance.”

the 110% to 70%.) A few had roller furling and reported no failures in this light weather downwind race — hardly a test for roller furling. Jocelyn Nash, who had to drop out due to engine problems hence no battery charging, chose to use roller furling on her Hawkfarm “Because Hawaii is downwind.” For the upwind return, she would sail with conventional headsails. Her 20 years at DeWitt Sails has taught her a lot about what works under given conditions, and what can be troublesome.

The special sails that people chose for the race were of the lightweight windseeker variety. Don Eldridge chose twin nylon jibs, several others used 1.5 ounce drifter-reachers, and Darrell Davey used a pole-less spinnaker on his Lancer 36. Doug McNaughton flew a masthead 1/2 ounce chute from his 7/8 rig.

Unusual for an ocean crossing was Chuck Kite of Marina del Rey. His Newport 30 II had two spinnakers, yet he sailed the entire race with only one headsail — a 150% genoa. He shifted down to his only other jib (120%) for the last 16 hours of the race. Of

Solar Panels

They were big this year — in numbers but not in performance. Nearly half the fleet had solar panels in the 2.5 to 3.0 amp output (about 18" by 36"), and had planned to use power to recharge batteries for autopilots, electronic logs, radar detectors, running lights, and occasional low-draw neon cabin lights. None could keep up with the drain, and most skippers mentioned that next time they would double the area of the solar panels hoping for success.

Most of the boats with panels had two batteries, the lowest rating being a single 80 AH and the largest being two 135 AH.

Boats with engines could charge batteries. Typical was Dave Hamilton (Peterson 33, *Restless*) who ran his engine about an hour and a half daily to supplement his solar power.

Foul Weather Gear

Several sailors never wore their foulies for this year's light weather TransPac. However, they all had enough prior experience to give qualified opinions. Several sailors were in

gale force conditions during their 400-mile qualifiers using new foul weather gear. The best and worst news concerns Atlantis — their new stuff, Competition, eliminates the leaky porosity of their previous models. Those using the new stuff could find no fault. (Atlantis is offering an exchange for those with the less adequate old type Atlantis foulies.) Line 7 was a hot favorite, and a first-choice replacement for those who had leaky foulies. Henry-Lloyd wins the longevity award; Dave Hamilton purchased his first set nearly 20 years ago when he was making his living offshore. He finally broke down and purchased a second set for the race, "just in case."

Dorlon pants win a fly-catcher award, according to attorney/Olson 30 pilot Peter Brown. He notes that men will find it impossible to use the front zipper for its intended purpose. Regarding his Sea Gear float coat, Peter notes that the hood is useless and remains wet all the time.

Radar Detectors

Being run down by shipping is a hazard that some solo sailors ignore, while others give the danger primary consideration. A sleepy solo sailor is an easy mark for the le mega maru that track between the continents. Five of the boats had nautical fuzz busters which gained positive praise. Three-time racer Harold Upham notes rather casually that his Ra Alert works "okay" — a brand that had previously been noted for not working at all. He also notes that he saw only one ship, the lowest number in the fleet.

Three Pernika detectors each gained high praise. Newland's was "flawless", then he adds, "... but foreign ships don't use radar." Chuck Hawley is more universal, notes that none of the ships he sighted had their radar on. His alarm would go off *after* he had tried to call the ships via VHF, indicating that they had just turned the radar on to see what and where he was.

Additional Equipment for "Next Time"
Most skippers were content with their

mainsails on slotted masts should use slugs, and headfoils would be replaced by hanks. Jibs went overboard regularly as they came down and out of the slots. Doug McNaughton adds that when a spinnaker wraps around a headfoil, it can jam into the slot — forced him to climb the mast to free it.

Do Without?

The second rudder and freeze-dried foods would be left behind if the racers had their way. "Freeze-dried stuff simply isn't what it is supposed to be for regular use; it may be okay in an emergency, possibly a pleasant alternative to eating seaweed," notes Chuck Hawley. Spinnaker Snuffers and Sallys did not seem to do the job — fouled at the masthead or ripped.

Non-Sailing Equipment

That made the trip more enjoyable included, unanimously, books, tapes, stereos and headphones. Whenever Chuck Hawley be-

TABLE 1:
Self-Steering & Autopilot Performance

Boat Type	Self-Steer'g Vane	AutoPilot	Performance Opinion	% Used	% Time Hand Steered
Olson 30	Navik	Autohelm 2000	"Autohelm's great."	65%	35%
Olson 30	Monitor	Autohelm 2000	"Autohelm never worked. Monitor was fair."	75%	25%
Valiant 32	Aries	Autohelm 2000	"Fine."	90% Autohelm 8% Aries	2%
Peterson 33	Atoms	Sharp AutoPilot	"Both fine."	90% Sharp 10% Atoms	
Express 27	(none)	Alpha Marine	"Not at all."	O	100%
Newport 30	Monitor	Tillermaster	"Monitor was great dead downwind. Tillermaster used only in light wind."	Nearly all	.05%
Lancer 36	Sail-O-Mat		"Excellent."	90%	10%
Wylie 34	(none)	Autohelm 2000	"Great upwind but not adequate in 20 knot wind and waves downwind. Waves were a problem."	90% 1st 1/2 50% 3rd 1/4 5% 1st 1/4	10% 50% 95%
Columbia 8.7	Monitor	Orinda Control AutoPilot	"Monitor good in sufficient wind."	20%	.001%

Dan Newland's Dorlon pants (and his one-piece Dorlon suit) got an unqualified "excellent". Comparing his Dorlon equipment with Heily Hanson gear which he has used for 15 years, Dan notes that the H.H. may be more durable (knee and butt chafe resistance), but is bulkier than Dorlon.

equipment. More solar panels would have made life easier for some. Several mentioned that they would opt for some non-spinnaker downwind sails — twin headsails, possibly roller furling. Those who suffered spinnaker wraps would bring a spinnaker net next time. Race-minded Newland admits that

gan to lose his competitive urge, he would play *Chariots of Fire* on his Walkman — even did foredeck work wearing the 'phones' and notes that the equipment works well, even when submerged. Don Eldridge's morale boosters were gifts which could be opened only after crossing a specific latitude or

SINGLEHANDED TRANSPAC

longitude. Dan Newland enjoyed listening to tapes made before the race by friends. Darrell Davey complains about books, "didn't bring enough. Even read all my equipment manuals, and found them to be a poor substitute for something substantial like *Shogun*."

Failures

An amazing number of people had to climb their masts in this solo race — 50% of those responding. Fifty-three year old Don Eldridge ascended his Valiant 32 mast on 12

and a half revolutions about the entire rig!

Schaefer snap shackles on halyards flogged open and caused Dan Newland to climb the 50-plus foot stick of his Wylie 34. He says he'll never buy those again. Dave Hamilton had a spinnaker halyard flip a half hitch over the masthead which could be undone only by going aloft.

Chuck Kite's whisker pole fittings were epoxied on by the manufacturer, came off at

usual mind-expanding energizers. Some used caffeine or dextrose for alertness, or at least awakeness. Mike Kane used No-Doz. One reported using mild tranquilizers to help him sleep easily!

Psychological Strains

The solitude of solo sailing often produces mental strains that manifest themselves in the form of exotic dreams, emotional extremes, hallucinations and even irrational behavior. Here is what happened to our group.

The light winds of the first week resulted in

TABLE 2:
Spinnaker Performance

Boat Type	% Time With Chute Up	Longest Time with Chute Up?	Hand Steer w/ or AutoPilot.	Performance Opinion of Self-Steer'g
Olson 30	30%	60 hours	"Mostly."	"Fine to 15 knots and 6-ft. seas." (Autohelm 2000)
Olson 30	30%	14 hours	"Yes."	"Only under 10 knots of wind."
Valiant 32	7%	24 hours	"No, except when needed."	"Very good." (Autohelm on #3 setting.)
Peterson 33	10%	24 hours	"No."	"Working fine reaching. When running couldn't anticipate seas to correct." (Sharp AutoPilot.)
Express 27	50%	4 days	"Yes."	"Non-functional."
Newport 30	0			
Lancer 36	25%	4 days	"Part-time only."	"Okay when boat speed over 5 knots."
Wylie 34	"Lots."	38 hours at finish	"Exclusively in over 10 knot winds."	"Boat stable with chute. Waves knocked stern around and the autopilot would overcorrect and set up yawing." (Autohelm 2000.)
Columbia 8.7	10%	20 hours	"No."	"Would drop chute when autopilot couldn't steer with it up."

occasions to cope with spinnaker halyard chafe. Darrell Davey had trouble with pre-stretched all-rope halyards chafing through. In five attempts, he made it to the top in two. It was during his final ascent, however, that the most spectacular occurred. He was just above the spreaders when the boat, which was sailing under genoa alone, took an unusually large lurch and succeeded in shaking him loose from the mast. The swing of the masthead caused him to be whipped far out to leeward in tetherball fashion. The immediate counter-roll whipped him outside of the jib and to windward with so much force that his entire body was extended uncontrollably. After an interminable amount of swinging around, he slammed into the headstay, clutched at that and was able to ease himself to the relative safety of his deck. Unwinding his bosun chair tackle later, he counted two

sea.

Jibing with preventers took its toll in booms — two in the fleet.

Only Harold Upham and his *Joshua H.* could report "no failures".

Sleep

A fleet average of 5.5 hours per day was taken in short naps ranging from 30 minutes to 3 hours. One to two hours naps were the norm, with interruptions to go on deck or tend to the boat. Longest period without sleep was Newland's 38 hour finish line dash.

Drugs and Stimulants

Recreational and prescribed drugs were conspicuous by their absence in the fleet. In fact, the heaviest dosages of outside help were in the form of vitamins rather than the

frustration throughout the fleet — a normal sailor's reaction. Don Eldridge sums this period up succinctly, "the pits". Peter Brown noted that when he was physically tired, it took him longer to make decisions, and then he had to force himself to act — sail changes, reefing, etc. (*Failing to act could be described as irrational behavior as the safety of the boat could be jeopardized.*) Dan Newland observed extreme highs and lows triggered by minor events. To get out of his lows, he worked the boat even harder. Chuck Hawley had dreams that he was not alone; during the last week the anticipation of landfall made him drive his Olson to the max. Third-timer Harold observed the classic sailing condition throughout the race, "relaxing, other than a few moments of terror."

Self-steering failure early in the race forced Doug McNaughton to be at the helm full-

time — 20 plus hours per day. After 12 days of it he stopped sailing, slept for six hours, awoke extremely depressed and refused to steer at all for the next three days. Finally disgusted with himself, he resumed his duties as skipper and drove his Express 27 hard to Hanalei. The kick back and take it easy award goes to Newport 30 skipper Chuck Kite. He experienced “no strain . . . enjoyed being by myself.”

However, several of the sailors became concerned for the people who were awaiting their delayed arrival at Hanalei. The light winds delayed their arrival, yet they couldn't pass the word ahead that they were alright and would be in later. One felt that long range radio would have relieved this anxiety.

In all, the solo sailors look distressingly fit, mentally. The TransPac is a downwind race and hence is void of the mentally and physically strenuous aspect of beating to weather for days on end. It is a relaxing point of sail which may not result in heavy mental strains.

Fears

All people who go to sea harbor certain fears which can sometimes become obsessive. Collision with a floating object (logs in particular) was a primary concern for

by being too tired. (He avoided this by getting 2 to 7 hours sleep per day.) Half the fleet held dismasting as their primary concern.

Shipping Lookout

Fifty percent of the skippers did not have a formal schedule for watching out for shipping. Most of them share the same fatalistic attitude that air travelers have in regard to the ultimate crash. If it happens, it's all over, but the chances are one in a million. Naturally, when on deck an eye would be kept out for shipping, however casually. When sleeping, however, more steps were taken. Some relied on their radar detectors (apparently ignoring the point that many ships don't use radar at sea). Others would get up at intervals of 20 to 30 minutes to take a quick look around — probably a better watch than they kept during daylight hours. Don Eldridge says it is impossible to keep a watch when sleeping because it takes ships a mere 15 minutes to overtake you. Chuck Kite would sleep no more than 20 minutes between horizon checks. Dan Newland was up so often fiddling with sails that he checked then and ignored otherwise. Robbie Robinson (Hawkfarm) slept with his VHF on Chl. 16 and the volume on full, just in case an approaching ship tried to call. All skippers sighted ships — an average of three each (one to six ships). Radio contact was made

“Half the fleet
held dismasting
as their
primary concern.”

several. Only one mentioned a fear of being run down by ship, and commented that he had had several close calls in previous sailing. Falling overboard was a concern of only two sailors. Don Eldridge has a rather complex concern; missing his intended landfall due to navigational confusion brought about

in only 5 of the reported 27 sightings.

Who Are These Singlehandlers?

Their ages and professions all appear to be fairly normal, especially when you consider the way in which they have chosen to spend their summer. Manager, attorney, investor,

physician, yacht builder, retired — all reasonably respectable professions. Their ages? Dan Newland and Harold Upham bracket the bunch at 26 and 57 respectively; average is 37. Cost of preparation for the race? Hamilton says “don't even ask.” Figures average to \$10,277 per boat.

Do It Again?

All have a yes on this one; all but Chuck Kite who noted “too much time and money.” The question was posed while the skippers were still in their sailing clothes, so the answers were all qualified. Spunky Harold rolled his yes with “Why not?” Physician Davey added, “Insanity is incurable.” Hamilton “wants to try new ideas” — had plenty of time in this race to plan for the next one. Newland responds to “why?” with “beats the hell outa me.” All note the personal nature of the challenge, and a special attachment for the other competitors. Above all the solo sailors are a gregarious lot; they like doing things together, even if it is sailing separately to Hawaii.

The final question brought about some interesting twists and is proof positive that man (as a species, that is) is never satisfied. When asked “what kind of boat would you like to have next time — ignore the economics” — the sailors desires criss-crossed. Chuck Hawley wants a 35-ft. flush decker just like Hamilton's *Restless*; Hamilton wants a bigger boat, too — a 38-ft. aluminum Farr-design. Doug McNaughton wants a trimaran like Mike Kane's, and Mike Kane wants a *Merlin*-esque monohull. Peter Brown (Olson 30) wants a medium displacement Swan-type cruiser, and Valiant 32 skipper Eldridge wants a 30-ft. ULDB with nothing aboard that isn't race-related. Chuck Kite (who said he's never going again) wants to do it next time in either a Westsail 32 or an Olson 30! (How's that for different approaches!) Harold would be happy with something mild — like a 30 to 35-ft. Farr-design. Lancer skipper Davey wants “a real tweaky boat and the sailing ability to use it correctly”, while Dan Newland, who had the tweakiest boat in the fleet wants a 40-ft. ULDB (carbon fiber, 3/4 rig but lots of masthead light weather sails, etc.).

Looks like half the fleet could just swap boats for the next race and be happy about it.

— mike pyzel

FIRST

450-miles out from San Diego we met in the aft cabin. So far we had not spoken except to exchange weather information. Now, near noon on the fourth day, we sat across the settee table from one another as I nibbled on my first meal since San Diego.

"I've been trying to figure out where the best spot is to sell *Magnolia*," I admitted. I had been scheming all the time for the last four days of watches. With each wave my feelings about cruising had soured a little more as we had beat our way out of San Diego.

"When we get to the islands we'll turn around and head back," I continued. "And when we sell the boat we will get a place in the mountains and make babies."

Susy just laughed. Clearly she did not share my sentiments. She could laugh easily, she had been able to eat heartily all the way. The smell of her fine cooking had awoken me more than once, driving me from the cabin to the lee rail. She was obviously in her element. And, equally obvious, I was not in

Then, in the heat of the Delta, we could put a few coats of varnish on the brightwork, finish up those things we didn't finish when we built the boat, and hang a "FOR SALE" sign on her."

She laughed gently and tolerantly, humoring me.

"Maybe we could trade with someone for a little mountain land with a cabin and a stream. Maybe even an orchard, too."

My mood swung as she laughed again and I growled, "I didn't build this boat to play bumper bodies as we bounce around in a seaway. If I'd known it was like this all the time I'd never have built the boat at all."

After four seasick days under sail and reefed main, as we had first beat and then reached, I was ready to quit cruising. I had but one small problem. A place to sell the boat was now a thousand miles to windward. With lump like the stuff we were going through I was not going to beat back. I felt stuck in the boat we had built, going the opposite direction from where I wanted to go.



Dean and Susy Klicker.



ALL PHOTOS BY DEAN KLICKER

side. May 26, our fourteenth day out, the wind quit. It went from a steady 10 knots to a steady zero knots at noon that day. The sky cleared and seas gradually died out, but heavy swell persisted. At first we tried to keep *Maggie* pointing the right way. Then we gave up. We sat just below the Tropic of Cancer at the 140 meridian, rolling deeply as each glazed swell passed beneath us.

The sea around us was alive. It put on a show if you took the time to watch it. The flying fish flew and flew for hundreds of yards of unbroken flight. Then they touched down atop a swell, gained impetus, and continued their flights from hungry jaws. Dorado tried to imitate flying fish as they, too, being chased by something bigger than themselves, leaped from the water. But the dorado, in spite of their desires, could leap no more than 6 to 8 feet, and as they reentered the water, probably landed on top of the very fish they sought to elude.

The water lay flat for 6 days, shimmering beneath the sun that bore down relentlessly from dead overhead. Beneath that anodized blue dome of a sky we fried. And in the still hot air below decks we baked. In the quiet

mine.

Now, 450-miles offshore, following the path of the dream we had shared for 10 years, she sat laughing and giggling at me as I worked on my first meal. "The easiest way to get back would be to sail north from Kauai and skirt the upper side of the Pacific High. We couldn't be any colder than we are now.

Susy stopped laughing and smiled. "Let's see how the rest of the trip goes, then, if it is awful, maybe we can just go to the Carolines before we go home."

I laid down on the leeward side of the settee and took my afternoon nap, contented and full for the first time since we had left San Diego.

Magnolia rolled on and as the weather moderated, my sales scheme fell by the way-



Magnolia in the Mala Wharf anchorage, Maui. Below, West Maui shoreline.

stillness I heard a diesel engine somewhere over the horizon, putting eastward, and wondering what they could be doing out here on this nowhere route. Our fishing lures, mere specks of red, white, and chrome, dangled 150-ft. below us as the fish swam around them.

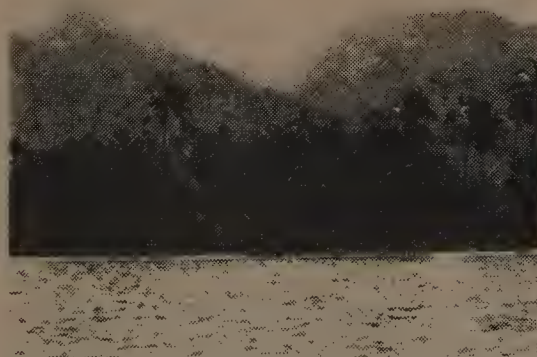
In this, an enormous parking lot for sailboats, we stood all of our watches. Sunset and dawn became the premier events of the day and we savored each. One day Susy baked bread. Immediately, the sun's importance waned as we gorged ourselves on hot, moist chunks of butter-laden bread straight from the stovetop oven. Out of the four loaves baked, only one survived for the next morning's breakfast table.

The longer it stayed calm, the more we ate. And ate. And ate. We relaxed, we didn't secure things well, and generally acted as if we were tied to a dock in the Delta. We enjoyed the calm, we were in no hurry. And we ate some more.

One golden evening the water stirred and we ghosted west. Dawn found us spurting

along under somber squally clouds 30 miles west of where the wind had found us.

This new wind brought us grey skies and rain filled clouds sweeping down on us. At



the start of my morning watch I looked out to see how much water would be dropped from a fast approaching squall. I eagerly anticipated a fresh water shower. Purely out of habit my eyes swept the horizon.

"Susy! Get up! Get on deck!" I screamed

down the dorade at the head of our berth. I spun the wheel hard right and hung on. Susy was on deck fast. Immediately in front of us, on what only moments ago had been a collision course, was a sperm whale. The whale chugged along at about 5 knots spouting little geysers of umbrellas of water at their tops.

After he had spouted his way across our bow, long after the point where we would have collided had we not turned aside, he looked over and saw it. Alarmed, and obviously surprised, he dove. Soon we saw his waterspouts a 1/4 of a mile away as he continued on the same bearing as he had been on when I first saw him. He was awesome; at least 35-ft., maybe 40-ft. Clearly, he was the proprietor and we were the intruders.

Squalls kept pressing us westward and giving us fresh water showers. We hoped the calms, as much as we had enjoyed them, were over. We longed for our first landfall.

In light variable airs we loafed along towards Hilo as the vane haphazardly steered. On the 28th day, late in the afternoon, we detected a strange dark smudge of blue blending into the water before us. The smudge lay beneath the horizon covering cloud that seemed permanent. With the fall of darkness we could see lights flickering below the cloud. Hilo was where it was supposed to be.

Soon a cloud-streaked golden full moon rose and washed away all but the brightest stars. Moonlight rinsed away both the lights of Hilo and our phosphorescent wake of liquid jewels. A dozen dolphins glistened in the silvery light as they welcomed us to Hawaii with leaps and jumps.

There was no need for star sights. My watch had been shorn of a chore or town and I savored our first landfall. I stood in the companionway relishing the smell of land as the wind gradually died.

Near midnight as we slowly crept towards land, a sailboat silently passed between the moon and ourselves. The mainsail was backlit by the moon. The boat, etched in black on a silver-plated sea, passed like a ghost ship in the night. We had seen our first boat in 28 days.

We have rejoined the world after our first passage and we shall continue west after Hawaii.

— dean klicker

ONCE IS

When the Smeetons pitch-poled their yacht *Tzu Hang* in the rapids running the Horn, they attributed their misfortune to the unfortunate coincidence of an "ultimate wave" and a woman at the wheel. When they capsized again, this time with *nobody* at the wheel, they concluded that 'Once Is Enough' and twice is too much.

It is of no consequence that they lost their heads, tried a third time and succeeded. Wisdom doesn't last long in the best of times. Their two failures and the conclusion they drew from them were to become an inspiration and a solace to a man who bought a teak sailboat and was intimidated by the boys down at the backwater into 'taking-it-down-to-the-wood'.

There was nothing wrong with the varnish already on the boat. It was moderately bright. There were a few light spots, a few dark spots, and here and there a yellow bubble. You could lean against the coaming without getting splinters, and on a clear day you could see the reflection of the Golden Gate Bridge on the cabin hatch.

Well, then — as the control tower asked 'wrong way Corrigan' — "how did you get yourself into this jam?" It was easy. One day Joe berthed next to you walked over unin-

"Every
mad project
begins with
a period of
indecisive
brooding."

vited, ran his thumb along the rail, shook his head and remarked, "Your teak is looking pretty crummy, if you don't mind my saying so." You do mind and are reaching for a belaying pin when he asks, "What kind of varnish are you using?" "Oh, a little of this and a little of that," you manage to reply casually. "The chandlery recommended SPLOTZ

GLUB. I used some of that and some that came with the boat."

Joe shook his head derisively: "You ought to take her all the way down to the wood, get rid of those spots, bring out the grain." "Yeah? Well, what about the grain on your boat? It doesn't look very shiny to me." "Shiny?!" He drew back in horror. "My dear fellow. I use oil-rub. All I ever have to do is wipe it down with an oily rag once or twice a year."

Every mad project begins with a period of indecisive brooding. Perhaps you should see what's under that far-far eastern varnish? But oil-rub?! A sailboat is supposed to glow like amber. Oil-rub is for sardine-grubbers and seaweed farmers. You remember an Old Timer in Sausalito telling you about a super-varnish — URANICUS 2001. You look him up. "Is it really that good?" you ask. He swears it's so indestructible you could bury the boat in quick-lime, uncover it five years later, wash it off with a hose and the wood will glow like neon. You stop brooding. You will show-up the oil-rub kibitzer.

You report to the dock next morning with a couple of sandwiches and a package of

sandpaper. This might take all day. In a couple of hours the sandpaper (quickly exchanged for 'production paper' — you have decided to stick with Old Timer all the way) is in shreds, your kneecaps are locked in a simian crouch, your fingertips are as raw as Jimmy Valentine's and all you have to show for your travail are a few deep scratches on the transom.

Joe drops by. "I see you have decided to take my advice; but you're doing it all wrong. Get yourself some rubber knee-pads like the sailmakers use, an electric sander and some varnish remover. Remember. Varnish remover. It works like magic." In what's left of the afternoon you locate the knee-pads in a surplus store 50-miles and two bridge tolls away, give up on the electric sander when you realize you will need a generator and a half-mile extension cord, and buy a modest quart of FLASHO varnish remover. Sure enough, the label says it works like 'magic'. "Just spread on with a brush or rag and wait a few minutes. When blisters appear remove varnish easily with steel wool. Let FLASHO do the work!" You're all set and at work on the first blister. Joe appears. "Wait a minute! Don't ever use steel wool on a boat! Do you want little rust spots all over? Use bronze



nish come off? You sigh (the first in an agonizing series). You wipe the ZOOMO off the deck, ring out your trousers, vulcanize your knee-pads, and rinse your moustache in the outgoing tide.

You switch back to FLASHO and a stainless steel container. You wait five minutes, ten minutes, thirty minutes. The varnish has changed color a bit but it hasn't blistered 'like magic'. You repeat the process, using bronze wool. A few blisters appear. You switch back to ZOOMO and go through the same procedure. You decide that what you need is a diamond-cutter. In despair you smear on more ZOOMO and reach for your double-edged scraper. It starts to rain. You take a few practice swings with the scraper and are amazed to find that some of the varnish is coming off! It starts to get dark. The wind blows up to Force 7 and you have a feeling

Next morning the sun is shining. You struggle down to the boat, withal your knees are rubberized (from the pads?), your spine is arched like an angry wildcat and your elbows are paralyzed. You sweep up the scrapings from the day before and observe, with the utmost distress, that their composition is 20% water, 20% high-priced Burmese teak, 50% varnish remover and 10% varnish. Old Timer drops by and says, "I see you're getting there. Don't lose heart."

Perhaps you *have* made progress? You have learned that under favorable conditions varnish remover will remove varnish remover. And you have learned that if you set your teeth and grip the scraper with both hands you can remove about 2½ square inches of genuine old varnish per hour. Let's see. Your boat is 31-ft. long with an 8½-ft.

LATTITUDE 38°/SHIMON

wool, bronze!" You check with Old Timer. "He's right. Use bronze wool . . . but, say, what are you using FLASHO for? Get ZOOMO!"

Night falls. Next morning it rains. That night the Weather Bureau predicts "Fair and Warmer Tomorrow." It rains anyway. The third day is clear. By 10 o'clock you are on your hands and knees with bronze wool, FLASHO, ZOOMO, a putty knife and a scraper. You wonder idly why you need either one of the latter two if FLASHO and ZOOMO work like 'magic'. You don't realize it, but your days of wonder are almost over; the evil days draw nigh.

You pour ZOOMO into a plastic oleo container you found in the refrigerator and set it on the deck. You plaster the transom with ZOOMO and wait. The 'magic' is slow-acting. In about 15 minutes the ZOOMO dissolves — not the varnish — the oleo container. You become aware of this as the fluid soaks through your knee-pads and trousers and you catch fire from the waist down. You turn the water hose on yourself and discover that a mole on your thigh has disappeared. This is encouraging, but why doesn't the var-



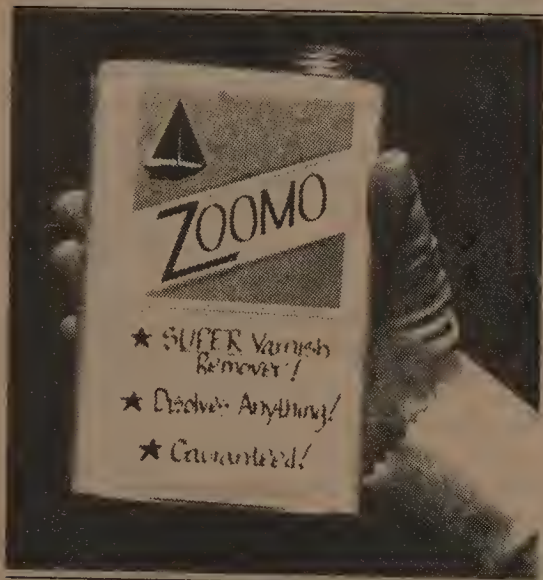
your neighbors on the lagoon are about to report you to the Coast Guard. You knock-off with the decks and cockpit full of scrapings.

beam. At X times Y times 2½ inches per hour you should be able to get down to the wood in about the time it takes a do-it-yourself nut — pardon, another do-it-yourself nut — to design, construct, launch, test,

THE VARNISHED TRUTH

and commission an 80-foot ferro-cement motor sailer.

The monsoon season is approaching and you now have 137½ square feet (or is it inches?) of old varnish to go. You appeal to your wife for help. You are desperate and



she knows it. Nobody else is left; old friends have disappeared into hiding; you admire them for it. "I'm sorry," your wife consoles, "but you know scraping anything sets my teeth on edge. I get goose pimples just thinking about it." You finish those last square kilometers by yourself.

Old Timer comes out of hiding and observes that you are truly down to the wood. You agree. Actually, if you were any closer you could count the tree rings. Joe arrives for the final inspection: "Okay so far. Now I'll tell you what kind of oil-rub to use." You have been waiting a long time for this moment. You tell him to go to hell, that you are going to put on the brightest, shiniest miracle varnish you can find and you have already found it. Hard feelings are instant and out in the open, but hard feelings mean nothing to you now. You have sandpapered the Gorgon's head and survived. Joe's lips form a sneer. "I suppose you are at least going to start with a primer?" "No," you reply, "I'm going to varnish the boat, not embalm it." "Don't listen to me," he rasps, "it's your funeral." "Funeral?" You repeat all this to Old Timer. "He's right again. If you want the varnish to stick, it's like he says — put on primer. You can get a quart of BLOTTO for \$8.95. There's a chandlery about a hundred miles from here carries it. I wouldn't use anything else." "I'll bet you wouldn't, Old Timer!"

"Wait a minute!" Old Timer has followed you to your car. "Don't forget to sand down and clean with SLOPPO CLOTH before you apply the primer." "I was figuring on using turpentine," you tell him. He is mildly reproving. "I have nothing against turpentine, but I always use SLOPPO CLOTH. It's your funeral, you know." There was that word again. "Okay, SLOPPO it is." "Good. Now, how are you fixed for brushes? What you want is beaver or sable. Of course, you could get by with hog . . ." "Wait a minute," you protest, "I'm varnishing a boat, not a jewel chest. The next thing I know you will be telling me to edge with a mink styptic pencil . . ." "Okay! Okay!" he interrupts. "Just make sure you get a high-grade bristle and get more than one size and . . ." You ask sarcastically if he means you should get a separate set of brushes for each coat? Old Timer recoils from resignation to astonishment. "No! Clean thoroughly after each use. One of my brushes is ten years old." This doesn't strike you as very likely. Old Timer is relentless. A hardware store he recommends sells you a super brush that was smuggled in from Red China before the ping-pong rapprochement. It was on sale for only \$11.

"Do you have brush cleaner?" the clerk asks. "I figure on using washing machine detergent or club soda," you reply with insane optimism. "No. No. Use SLURPO, if you don't want to ruin your brushes." He just happened to have a can at \$13.95. "I guess I'm all set?" "Yeah," he agrees, "if you have linseed oil for storing the brushes." Naturally you don't have any linseed oil. You reach for a can marked \$5.95. "No! Not that one," he shouts, "the blue can — DRIP-SO." You buy it. It costs \$8.65. What's left? Masking tape seemed to be all. You buy a couple of hundred yards of the stuff and wait for dawn.

You finish putting on the tape just as the rains come. It clears a week later and you apply primer. Before you can start to varnish, a 'ten percent chance of rain' falls for another week. You wonder if foreign agents have captured the weather station. Unexpectedly the skies clear. At long last you put on the first coat of URANICUS 2001 and another and another. The war is almost over, and

like the Abbe Sieyes, you have done your part — you have 'survived'. Your boat gleams in the sun. You look at Joe's boat and sneer.

Where are you now? Pioneer Twenty-Six is halfway to PLUTO. The swallows have returned to Capistrano and left again. You are finished — minus one: the masking tape. You stroll down on graduation day to peel it off. Not a chance. It has become part of the boat. It sticks; it resists; it retreats into the core of the fibreglass, and when it finally lets go it takes wood, fibreglass, pane glass, and fingernails with it.

Days later your labors are again at an end. The masking tape has been dissolved in gallons of acetone. Joe has moved away to escape the dazzling reflection of URANICUS 2001. Old Timer appears. "Not bad for a Corinthian," he observes, "but haven't you forgotten something?" "Is that possible?" you ask. "I'd say so," he says.

"How about the mast?" "I'll tell you about

"I'm going
to varnish
the boat,
not embalm it!"

that, Old Timer. I'm going to varnish as high as I can reach. I'll get the other 30 or 40 feet next year. No I won't. I'll wait for it to blow down and varnish it on the water. No. I'll pitch-pole the boat and break it off, just like the Smeeton. Which reminds me — 'Once is Enough'. Now get out of here before I kill you with a can of URANICUS 2001!" "Okay! Okay! But I was going to tell you. That URANICUS is obsolete. Too bad you put it on. What you want is PLUTONIUS 5000!"

— stuart mckelvey

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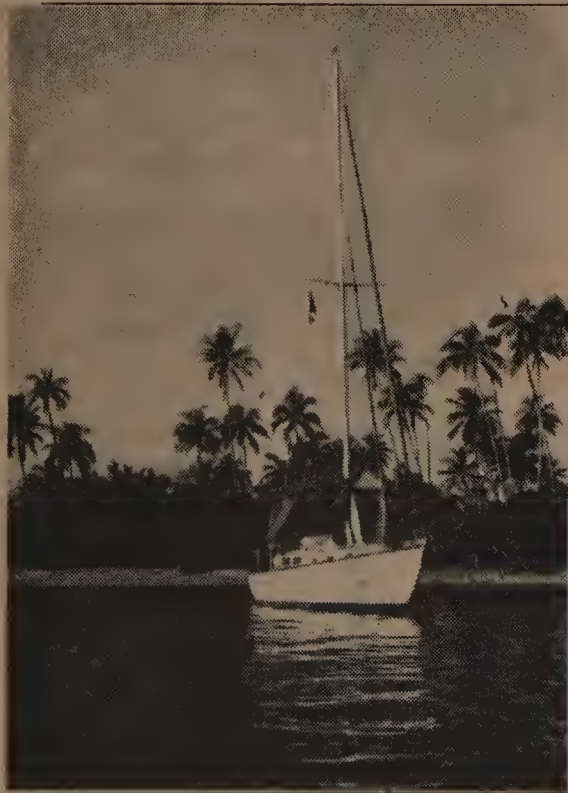
INNOCENTS

ILES TUAMOTU

The Tuamotus — the Dangerous Archipelago — feared by sailors since the days of Captain Cook. Low islands, dangerous reefs, strong currents — what the hell were we doing here? We'd even chosen the less-visited island of Takaroa for our landfall, rather than the larger and safer ones of Rangiroa or Manihi.

We'd had an auspicious start from the island of Tahuata in the Marquesas, four days earlier. We left with a fair breeze, the boat filled with fruit given us by the islanders. We had timed our departure so we would arrive at the Tuamotus with the full moon, for maximum visibility. We even caught a fish just at sundown the first day, and got good star sights the first evening. Generally the trip was OK as passages go; the wind was light, weather squally but not so bad I couldn't navigate, no major problems with the boat.

There was one little mishap that proved the truth of Moitessier's adage "Fix It Now".



Dove among the palm trees.

The handle had come off the head door for the umpteenth time, and as usual we had put off fixing it until arriving in port. Instead of being securely latched, the door was held open by its magnetic catch. I was bathing in the cockpit; Larry was reading in the

forepeak. As I leaned over to pull up a bucket of water, I slipped on the soapy cockpit seat, scraping my knee, bumping ribs, and generally knocking the wind out as I fell and yelled OW! Larry came leaping from the forepeak, not knowing whether I was overboard, badly hurt or what, and just then the head door left its catch, swung out and back and cracked Larry a good one in the head. He was completely unable to move for a few minutes; if I'd really been overboard it might have meant the delay that would keep him from finding me. Luckily no permanent damage resulted, but we're trying to do better at PISS, Promptly Investigate Suspicious Symptoms, and Fix It Now.

At dawn of the fourth day, I got what looked like a perfect star sight — three lines crossing in a point, placing us 29 miles from

our first Tuamotu. These are a group of low coral atolls, visible only within about 10 miles when the tops of the coconut palms appear over the horizon. They're generally considered a pretty good test for the navigator and I was pleased that I, at least, knew exactly where we were. I became a lot less pleased when we'd gone 20, then 25 of our 29 miles and still saw no land — I had taken one sun sight and was preparing for another when Larry cried Land Ho from the rigging. We finally arrived at the island of Takaroa about 10 miles later than predicted. It turned out that the reflecting mirror in the sextant was out of adjustment, causing the error. Our navigation class back in California had concentrated entirely on the mathematics of navigation, leaving out the mechanics of the sextant — another example of learning the

TAKAROA

← Pago Pago
1600 mi.

County of
Roxbury
Wreck
(1905)

115° W

Wharf

Village

Coral
Heads

Passe
Teavaroo



Panama
4000 mi. →

14°30' S

hard way.

Now we had only to survive our first Tuamotan "pass" — channel leading to the lagoon. We motor-sailed in light wind that whole day to ensure we'd get to the pass before dark and at slack water. Currents of up to six knots through the channel could drive us on the reef or completely keep us from getting in. We found the entrance to the pass okay, complete with buoys — Red Left Returning, but that was okay because we'd heard about the International Buoyage System. As we swept past a wharf and village, we realized we were a bit early and were riding the last of the flood current. This pass has a right-angle turn at the inner end, and Larry was up in the ratlines so he could

see. He got pretty excited when all he could see were markers that appeared to be backwards, churning water beyond that, and the bottom, visible in 60 feet then suddenly rising to 12 feet. (It looked like about two feet, the water was so clear). We were still doing about six knots over the bottom and he was sure we would hit something, but we went safely over the bar, between the markers (Red Right this time) and into the lagoon.

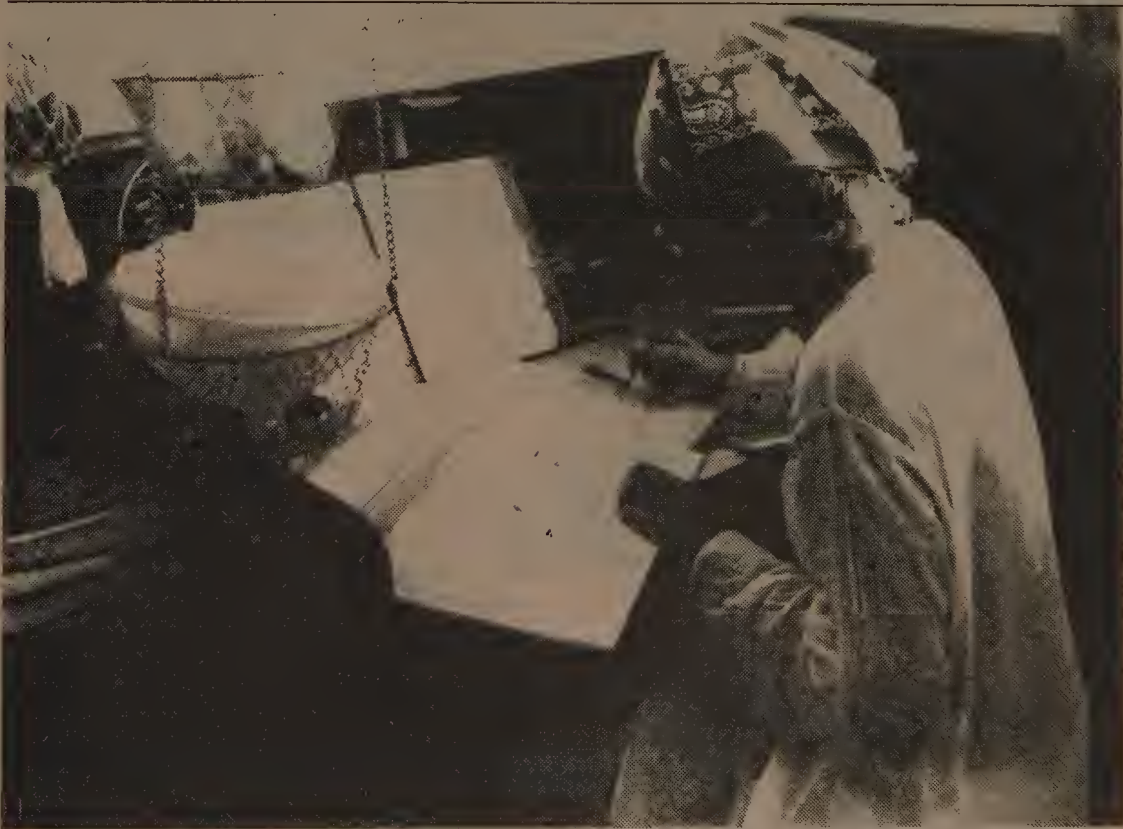
That night was the calmest, quietest we've ever experienced. Takaroa Atoll is about 15 x 8 miles, with only 90 people in the village a mile from our anchorage. There was no wind, and the water and sky were so clear we could see the stars reflected deep in the water as if in a bowl. The surf murmured quietly on the outer reef beyond the palms, and for a while we knew why we keep on cruising.

We had planned to spend three or four days at Takaroa and then move on to see several other islands before Tahiti. After all, we had two months to spend before the Bastille Day Fete. But our first atoll proved so interesting and relaxing that we stayed ten days; after all, we had two months before Fete!

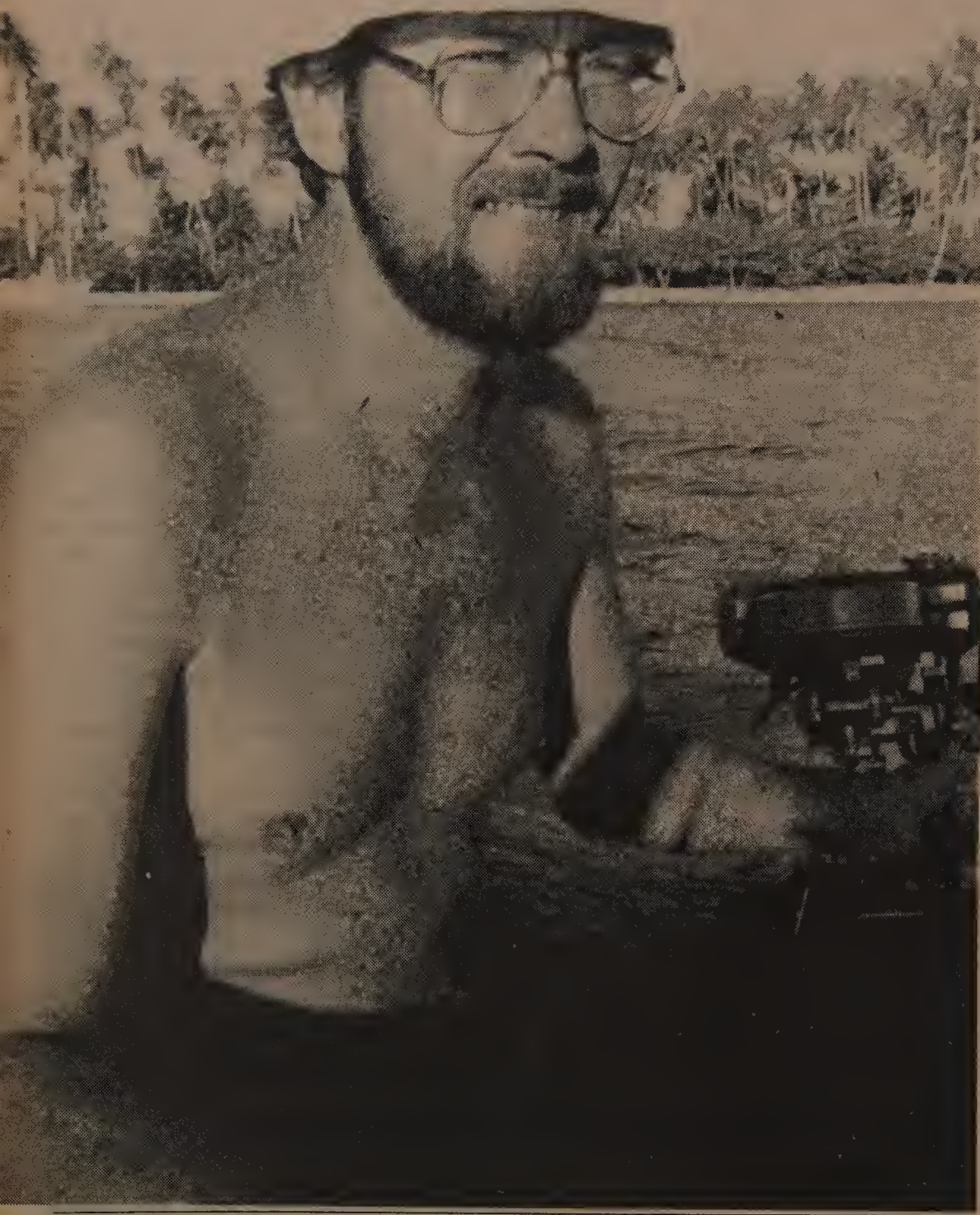
We first explored the village, and quickly discovered that all but two of the 90 inhabitants are Mormon and so no liquor is sold, not even beer. That was just as well, because we were down to our last \$20 (no way to get a bank transfer or credit card cash advanced in the Marquesas or Tuamotus). We couldn't even get the delicious french bread and cheese we'd gotten addicted to, so I got to spend some time baking.

Snorkeling on the inner reef was fabulous. We could see the bottom where we were anchored in 50 feet. Of course, we had to get used to sharks. There are literally hundreds in every lagoon, ranging from "big" — we saw a couple of eight-footers — to little two-foot blacktips that rushed us in a foot of water as we were beaching the dinghy. The locals don't worry too much about them, saying "Shark no eat people — people eat shark." And unless you're injured or shooting fish, putting blood in the water, I guess it's so. But worrying about it inhibited Larry's spearfishing, and all he got were a couple of little grouper.

We did discover another kind of delicious seafood, however, Tim and Teri on *Hummingbird*, a 50-foot ex-Caribbean charterer, showed us how to eat what they called



Betty plotting a course.



Larry and the Seagull.

“whelks” — actually a snail-like turban shell that lives on the outer reefs right where the waves break. They’re easily gathered anywhere except right near the village, and delicious after pressure-cooking for 20 minutes and simmering the cleaned meat in garlic butter.

One day was spent exploring the shipwreck about five miles from the anchorage. The steel sailing freighter *County of Roxbury* was sent on the reefs in a hurricane in 1905. The reported 75-foot waves must have been a fact, as the ship is nearly 300 feet long and the wreck lies against the palm trees several

hundred yards from deep water.

We dinghied about three miles — bless our little Seagull! and hiked the rest of the way along the ocean, stopping to beach-comb and look for snails. The wreck is pretty far gone, but it’s interesting to stand inside her vast holds and imagine the storm that could wreck her. On the way back to the boat Larry got lost in the coconuts looking for one to drink, and wound up on the lagoon side. The lagoon, far from its placid appearance of a few days earlier, was a mass of whitecaps and *Dove* was now anchored on a lee shore, pretty near the reef. We raced back to the dinghy, shying rocks at the blacktips as we splashed across the many

shallow passes connecting the ring of islands. Bless our little Seagull — of course it wouldn’t start. We took turns rowing, and got about halfway back to *Dove* before discovering the problem, a salt-encrusted sparkplug cap. Considering the motor was only five months old, and claims to be “The Best Outboard Motor for the World” right on the flywheel, we felt a bit betrayed. That motor nearly went swimming right there; but then, we understand, Seagulls don’t really run well until they’ve been in the salt water at least once.

Luckily, *Dove* was still anchored okay. Talking to several other cruisers who’ve visited the Tuamotus, we found they’d all had the same experience, of your sheltered anchorage suddenly turning to a lee shore in a squall. Some of the lagoons are 30 miles long, and a pretty good chop can build up. One skipper, anchoring with chain, always just let the windlass hold the chain until his 42-foot wooden boat was put on the reef when a sudden bounce pulled out about 100 feet of chain. We, and now he, always cleat the chain or fasten a nylon line to absorb the shocks.

Takarua doesn’t see too many yachts. Four were there at once in 1964, and decided to commemorate the occasion by starting the Log Book of the Takarua Yacht Club. The book is kept in the village, and each yacht to visit creates a page, with photos, drawings, history of their travels, etc. We were the ninth boat to sign in 1982, and there have been fewer than 300 since 1964. The book was fascinating reading, with many comments added by other boats who knew of earlier visitors. Pretty depressing, though, since many boats had later gone on reefs in the South Pacific, and the crew of one was later killed by pirates in Central America just before completing a circumnavigation.

The big event of our stay was the copra ship’s monthly visit. We heard you could buy booze, and maybe even a frozen chicken, in the ship’s store, and we hoped to send mail out too. We rushed to get letters written the morning of the ship’s arrival, only to find the Post Office closed when we got into town. The posted hours were 7-8 a.m. and 11-12 a.m. daily, but we figured if we asked around we could find the postmistress and get her to take our letter. We found her but it

INNOCENTS ABOARD

ALL PHOTOS BY LARRY RODAMER & BETTY ANN MOORE



Betty plans a meal.

didn't do us any good. She was laid up with a broken foot from playing basketball and didn't have any stamps to sell anyway. That's what I call an isolated island!

The whole village turned out to greet the ship, including all of us from visiting boats, all out of beer. Larry and I "shopped" first, and were told "no beer, no wine, only whiskey". What kind? "Johnny Walker". How much? "\$15". For 750 ml?!? The brand turned out to be B&S (really!), for sale in Papeete for \$7. Oh well — any port in a storm. They also had a frozen chicken, and friends in line behind us lent us some money so we could get it. That left us with 42 cents, owing 100 francs. I've never been so broke, but the whiskey and chicken were great. I guess my French isn't as good as I thought because the couple behind us managed to buy a case of beer. But the third group of yachties got none — no booze, no meat.

After the ship left, we moved the boat from the lagoon to the town wharf, which is right at the outer end of the pass. This was so we could go through the pass at slack water with the sun behind us, get a good night's sleep, and leave for the next island in the morning. We had become friends with another boat at the wharf, and there was no wind anyway, so we stayed a couple of days. The water at the wharf was so clear it was like having a private aquarium — many fish

following the current in and out. We ate some of them, and tried shark fishing with others, but only caught a big moray eel. Big means six inches diameter — he really tangled the hook and leader, but squirmed loose when we put him back in the water to think about what to do. We got our first octopus there too — delicious when properly tenderized by smacking it on the cement.

Finally away from Takaroa, our next stop was Apataki, 100 miles away. Larry discovered an infected ear on the trip, but we felt we could control it with the ear drops we had. With the sextant back in adjustment, we found Apataki the next morning, right where it should be. Our timing was off, though, and we came to the pass at full ebb. The current must have been four knots, because with the boat going 4½, the best we could do in the turbulent water, it took an hour to go half a mile. On the way to our chosen anchorage up the lagoon a ways, the sky darkened with an approaching squall, and we decided to anchor pretty much at random to avoid

and we were anxious to get away from what was now a lee shore and pretty big waves. Larry tried everything to get the anchor up but nothing worked. Since his ear was still bothering him and the water was 40 feet deep, we stayed uncomfortably put until the next day. By then I'd worked up my nerve to try my first scuba dive since getting certified in Hawaii six months before — alone, in shark-infested waters. Whoopee! Actually, it was pretty neat — beautifully clear water, and amazing coral forests rising 20 feet from the bottom. It took two dives, but I was able to free Gronk, the CQR plow, from his nest under a big coral head. He has a bent shank now from the efforts to pull him free, and we stripped gears in the windlass, but no other damage. I now think scuba cards for crew, and tanks, are probably essential cruising gear. This one dive, recovering more than \$300 worth of anchor and chain, more than paid for my lessons and diving equipment.

We finally re-anchored in a better, but still uncomfortable spot. We spent a couple of



Gronk with bent shank amongst the coral.

possibly hitting a coral head, invisible except in bright sunlight.

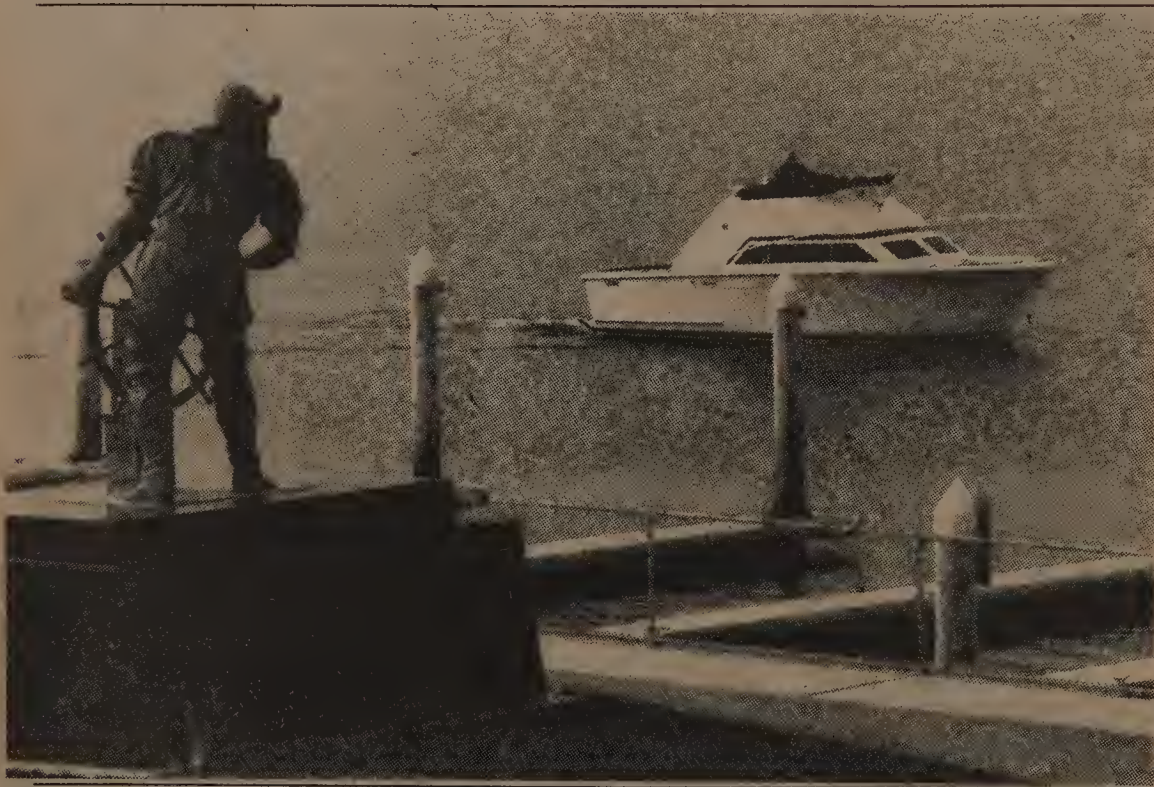
By the time the squall passed it was night, so we stayed where we were until the next day. By then the wind had picked up,

days exploring the copra cutters' huts on the beach, gathering snails, and reading, but constant worry about the wind made for a restless stay. After only four days at Apataki, we decided we were ready to take on the big city of Papeete, Tahiti.

— betty ann moore

URBAN CRUISER

Looking for a really 'different' cruising destination? Well if you ever get south, try Marina del Rey. Seriously. Yeah, we know it's always been correct for northern Califor-



This is the famous 'old salt' of Marina del Rey that berates every stinkpot that goes by for not being a sailboat.

nians to hate Los Angeles and for sailors to think of Marina del Rey as not only the world's biggest, but also most disgusting marina. "It's all concrete and tupperware," we're all supposed to sneer. We used to buy that party line, but recently have inexplicably been far more catholic in our appreciation of almost all things nautical.

We were down in Marina del Rey earlier this year and were still feeling pretty superior to the place when we started yapping with Kevin Fortin who works in the Harbor Patrol office. Kevin is about as likeable a guy as you'd ever want to meet, but what really impressed us about him was his incredible enthusiasm for the place. He was damned proud to work there, to be a part of clean, safe, 8,000-boat marina complex that gives pleasure to hundreds of thousands of people each year. After listening to him for a while our skepticism faded away, and we couldn't help but become converted. Well, we're not about to move our boat there, but we've got to admit that if you accept it for what it is, you can certainly enjoy yourselves there on your boat.

"If you've got to come to stay in West L.A. for a while," Kevin has it figured, "there's no better place to stay than Marina del Rey."

Why? As the real estate people say, "Location, location, location." It's just an afternoon sail to Catalina; downtown is only a quick drive, and you can put your crew on an LAX plane five minutes away. The beaches are close, too. And for being near the midst of a humongous urban center, Marina del Rey's slips are far enough away from the main drag to always be pleasantly quiet. There's smog, of course, but being on the coast there's less here than anywhere in the area.

The entrance to Marina del Rey is through a T-shaped breakwater, normally open from both the north and the south. Last year it rained so much that mud poured down Ballona Creek and temporarily shoaled up the southern entrance. As of earlier this year you could enter from the south if you avoided the shoal area marked by four red buoys. They had a million dollar dredge there at the time working to clean it up, so we imagine both entrances are completely open again — at least until it rains again. The north side has always been open.

Traffic coming in and out of MdR's 900-ft. wide channel is so heavy that buoyed 'lanes'

have long been in effect. The northernmost 200-ft. lane is for boats powering outbound; the middle 500-ft. lane for boats sailing in and out; and the southernmost 200-ft. lane for boats inbound under power. Despite the apparent traffic control, you've still got to keep your eyes open. As another member of the Harbor Patrol observed, Marina del Rey probably has a little more than its share of folks who just aren't ready to take the tiller yet. Collisions are not rare, and an unconscionable number of boaters find the 900-ft channel too narrow to keep from driving up on the breakwater. So sail defensively.

Once you get into the harbor you'll want to stop at the Harbormaster's building which is obvious as the first big building on your starboard side. MdR seems to feel that if they require you to present the boat's registration, a charter agreement, or other documentation, that they can stop the theft of boats. It always seemed a little crazy to us because if you show up without such a document — as we did once — they just tell you to go away.

But other than that they're pretty nice. If you'd just like to stop in for up to four hours, they'll accommodate you at no charge. If you want to tie up at a restaurant to eat, they'll direct you to Cyrano's. And if you want to stay a week, you can do that too. According to Kevin they've always got room and have never had to turn a boat away yet.

You'll never confuse Puerto Escondido for Marina del Rey.



LATITUDE 38/RICHARD

LATITUDE 38/RICHARD

URBAN CRUISER

for awhile, there are plenty of places to choose from. Fisherman's Village has lots of fast and junk food. According to our source Kevin, Shainghai Red's restaurant is a great place for an expensive dinner in an extraordinary setting. For margaritas he recommends El Torito. But everywhere is pretty good according to his palate.

If you're looking for the latest copy of *Latitude 38*, try at the beginning of each month at the Ship's Store, Captain's Locker, Mariner's Unlimited, the Del Rey YC, and other marine locations in the area. But you got to be quick because we can only send down about 1,000 copies and they disappear fast.

If you've been doing a lot of sailing and are looking for a change of pace, Marina del Rey has got you covered. If you carry fold-up bikes on your boat or rent them, you are within a 1/4 mile of what Kevin describes as "one of the finest bike paths in all of southern California". It's called the South Bay Bike Trail and stretches 19 miles from Palos

Verdes to Santa Monica along the coast. All along the way there are air compressors to inflate your tires, restrooms, and even county tool boxes to repair your broken bike.

If you carry your stick on your boat, there are some fine beach breaks just to the south of Marina del Rey. If you'd like to find an uncrowded beach to soak up the sun, Kevin recommends El Porto, which is his favorite and just a short walk away. If you enjoy oogling the world's most advanced — and cool — exhibitionists, the human circus performs all day long at Venice Beach. If you care to fish, try the Venice Pier. You won't have trouble finding any of these places, because the Mdr Harbormaster's Office has millions of maps and pamphlets they are just

delighted to pass out.

Marina del Rey also drums up its own special occasions. You missed it for this year, but on the 4th there are fireworks, and late in July they have Old Fashioned Day in which classic boats, cars and motorcycles, are displayed. Around Christmas time they have the Festival of Lights — a lit-up boat parade — which Kevin judges to be "far superior to the one in Newport Beach". That apparently is really saying something, although we don't know for sure.

Where is Marina del Rey? It's a full day's spinnaker run from Santa Barbara or Santa Cruz Island. It's a quick hop from Catalina. It's a day from Newport and an overnight from San Diego.

We never thought we'd stoop to recommending you pull into Marina del Rey, but we're stooping now. It's not the kind of place you buy a sailboat to cruise to, but if you're not too snobby you can enjoy it for a sailing change of pace.

— latitude 38

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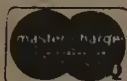
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EQUATORIAL CHALLENGER



At noon on August the 17, Latitude 38 columnist Andrew Urbanczyk left the San Francisco marina for a single-handed jaunt to Hawaii and back, a tune-up for his 'Equatorial Challenge', the singlehanded solo circumnavigation he is to start later this year.

Since Andrew is beginning his fourth Nord expedition, we've decided it was time to replace the self-deprecating title of his monthly column from 'Out of My Mind' to the more suitably dramatic 'Equatorial Challenger'.

We talked with Andrew at length the night before he left. He was calm as a cucumber, and eager to be underway. Like all sailors who are just hours prior to their departure, his boat was a mess of cluttered gear. The one major change he'd made to the boat was to lop six feet off the top of the mast — much to the horror of designer Bruce King.

How peaceful. How quiet. What a joy! The ugly phone did not ring because it doesn't exist. The mail box door did not jam with piles of letters — there are no mail boxes on Pacific Ocean. The selector of my VHF radio is wandering over the scale: channel 25, 26, 27 . . . Silence. Nobody is knocking to the door of Nord IV.

Several strato-cumuluses are drifting toward West in a kind of timeless contredance. Transparent waves are running, following them in eternal motion. Like yesterday, like last year, like millions years ago. And the Sun — which the wisdom of homosapiens harnessed to charge Nord IV batteries, is keeping his red eye on us — a little piece of sawdust in the endless ocean. And the look of it is a friendly one . . .

I am sitting inside cabin of an Ericson 30+ behind comfortable table pushing my typewriter with an average speed two pages per hour. Aeolus is pushing my little world with velocity almost three times bigger (in miles per hour — of course!). From time to time I interrupt writing this contribution to check sails, to pet Cardinal Virtue, my four (very sea) legged pet and only companion, to listen to the song of water smashing Nord IV hull, to think about all of it again . . .

My boat is sailing hundred miles from California shores, hundreds of fathoms over Pacific bottom, and hundred thousand miles under Moon which silver dollar is still visible over the horizon. My destiny — Hawaii, first "unofficial" leg of my solo circumnavigation, a part of the boat's shakedown trip. Voyage of my dreams, challenge which gained lot of interest and sympathy in our bay area an abroad.

And it all is true, and it all exist indeed. Nord IV is sailing in reality and since the moment I started this page she logged over two miles rolling to south west.

It is an absolute reality, but I was unable to resist to name this story "Doing miracles each day" — because it look like miracles . . .

It is not too easy for us singlehanders to organize big expedition, to participate in fascinating races. The boat, the equipment, the time, the money, insurance . . . Almost endless list of obstacles. Shallows of difficulties, tides of problems, reefs of troubles.

There were so many plans, so numerous announcements in last year and most of



LATITUDE 38 SHIMON

them, unfortunately, failed to materialize. So many of us declared to go to the oceans and so many couldn't. Several gave up and, chewing their bitterness, submerged in anonymity. Several — like Linda Rettie, Ann Gash, Judy Lawson are still fighting — trying to make their course to adventure. To them I am sending my best wishes and hopes that their dreams will come true. As soon as possible.

But there is a need of miracles to put together an expedition. Singlehanded voyage especially. By definition, regardless of friends, wife (or husband) and sponsors,



Freshly shorn, our favorite Andrew heads for Hawaii.

you are alone. Also, by definition, no one will like to insure your boat. And for sure you need more equipment than standard boat — for example, self-steering gear, harness, compass in your berth, “stay-awake” pills, etc., etc.

Even in our atheistic age miracles happen! And it was a miracle that Gene Kohlmann, a president of Ericson Yachts, decided to supply me with a boat I was dreaming about for years. It was a miracle that Ericson engineer Charlie Newman was able to build this one (hull number 578), including all modifications, in so short time with such quality and beauty.

But all this would not be enough. It need-

ed such people who gave me place to unload *Nord IV* after she arrived via truck, wrapped like a Christmas toy, holding in her hull endless spare parts and a bottle of wine (marked “For circumnavigator. Open after or before”).

It needed people to help me to put all endless parts of Ericson 30 together. And it was another miracle that all pieces, all shrouds, blocks, bolts, pins fit easy but firm in seconds as in a well designed toy.

A white cap of a huge wave splashed the deck. Salt spray moved toward *Nord* cabin and ended its turbulent run on the typed page. Sorry, friends in *Latitude 38* — but during one year my contribution will come

little bit wet! I checked my monitor but it was no need for readjustment. The boat returned to her course in seconds just scoffing Pacific waves. I can type in peace . . .

We prepared the boat for long voyage, taking benefits from many professional employees. We painted bottom, checked mast, invited people to dry 100 bottles of champagne at launching party. Here, courtesy Scanmar (thanks for Karl and Hans) — the smart and tireless monitor was installed.

The next miracle happen when Don Kohlmann (I am trying now to meet him in

MIRACLE

Honolulu before Don will return home from tough Clipper Cup races) has offered his precious time and widely famous knowledge about sailboat rigging (read his educational articles in *Offshore*). He spent a lot of time tuning *Nord* rigging, hardware, checking halyards, sheets, winches and the whole *Nord* "factory". And this all Don did for me really as a kind of "sideorder" — because basically he managed *Nord* sails production in another "miracle producer" — North Sails in Alameda!! How came the sails? Well this is another miracle as I can see through transparent opening of Ericson cabin. If this all is not enough, please look on the photo: this fantastic wind-breakers with *Nord IV* sign were also made by Don, and as a gift of course. The miracles . . .

"Andy become very religious for his age" — caustic reader can note. "He is still talking about miracles. And only several months ago he described himself as an agnostic . . ." Dear Reader, what word will properly describe the kindness of San Francisco Marina Manager, Mr. William Gray, who supported *Nord* with berth for one month — probably the best berth in the whole Marina, where we made final preparation? This unique man said with his typical sense of humor: Andy, you once again? I still remember you bearded and tired just minutes after you returned from Japan asking to call your home because the pay phone refused to swallow perforated yens!

From San Francisco Marina *Nord* started her first short steps in the empire of Poseidon "This is a small step of man . . ." as Neil Armstrong, a sailor of space oceanus said.

With friends like Don, Craig, Connie, John, but mostly with Krystyna — *Nord* expedition official secretary and in very spare time my wife, I sailed to such remote harbours of world like Sausalito, Alameda (to fulfill our snobbish dream to have Sunday brunch in Rusty Pelican with a view of my boat friendly hugged by the restaurant's pier. We both recommend avocado shrimp on croissant sandwich and Cornell brut champagne). To Vallejo to say "Hi" in remembrance of *Morning Star*, the schooner I sailed several years ago from here to Polynesia.

And it was here where I removed those great windbreakers with the boat's name, because we both figured that we will never be able to prepare the expedition as long as they are on. What I am talking about? Sim-

LATITUDE 38/SHIMON



Nord IV leaves the Gate.

ple — boat boat became so well known in the Bay that wherever we stoppped lot of friends — mostly unknown — immediately stopped: "Hi Andy. I like your stories in *Latitude 38*" or "Hi Andy. I wish you good trip"; "Have some coffee"; "Dos Equies or Coors?" (I prefer Equies); "May I see your Monitor?" All schedules of preparations were ruined. And the worse was that we both (Krystyna and I) loved it!

Without windbreakers *Nord* sailed lot of miles, sometimes shocking the world famous

sailors from San Francisco Bay (as president of Ericson told me: if you claim in Caribbean for your charter officials that you got your sailing experience here, they will not hesitate to give you biggest boat in the worse weather!). "Watch this crazy people! Why they sail under storm jib and trysail if they are almost beclamed?" said somebody when I checked my "storms" having nothing better to do in a shadow of Angel Island. "Watch! An authentic idiot. He is wearing harness circumnavigating Alcatraz in 01 mph wind" —

a caustic remark for my safety line system check up . . . But for me this is not a bother. I am only doing what I must do.

The name of movie was "If All People of Good Will . . ." A great French picture about international action to rescue small fisherman vessel in deep trouble on the North Atlantic. This phrase "All those people of good will" was very often said by me during Nord Expedition preparation. And the feeling of friendship (Druschba in Russian or Kameradschaft in German) was the greatest experience from last half of year. New people, new friends. Always ready to help, to sacrifice their time, to help somebody who decided to sail around the world alone. To share their unique skill, their talent, their property.

I will remember forever Hans Vielhaber — our great singlehander, excellent sailor and very special person. I will remember experts from West Marine Product which I recommend as the place where you will find not only proper "Marine Products" but also professional advice and friendly approach. I will remember Richard Wilde from Cal Marine Electronic always ready to answer my endless questions. No money will pay help of Nicro Fico and personal involvement of its President Mr. Norman Wright and their engineer Mr. Charles Martin, numerous friends from Davis Instruments ("we are building plastic sextants not because it is inexpensive but because it is a proper material" — and I am proud to work for Davis).

Special thanks to John B. who, taking a little bit too serious my call for "fat checks for Nord Expedition", send me one dollar with not too bad idea: "During recession only fat

" . . . there is a need of miracles to put together an expedition . . . "

cats can send fat checks. What about letting all *Latitude 38* readers send \$1?" he wrote. Dear John! If all readers will send me one dollars I will probably collect a million dollars, several millions of pesos and couple hundred of rubels and quit! Thanks for your gift. The one dollar bill (serial L 5805886 A — if somebody is asking) will sail with me all the way glued, to the cabin wall for good luck. After expedition I will add several dollars more and invite you, John, to the nearest bar.

The land disappeared many days ago. The last memory is the boat from Club Nautique which sailed with me far beyond Golden Gate just to stay in touch with action.

The trade wind is pushing us to the West. Each day, each hour the Ericson

30+, Cardinal Virtue and I are close to Honolulu where other friendly people are waiting for us. Forgive me that I am not writing too much about technical details. But basically I am rather a philosopher than technician. Even writing about technical problems (for example in one of nearest issues of *Yachting*) I am trying rather to concentrate on wider subjects than on the size of bolts and the number of washers . . .

And everything is going so smooth: The boat performs excellent, the sails work great. Self-steering, solar panels, even the alcohol stove, are performing perfect. I am working hard, sailing as good as I can, and fighting tough for each mile every day. I am spending a lot of time on navigation (plastic sextant, 9.99 dollars Texas Instruments watch, Plath compasses and special Nord navigational forms). I am typing about ten pages per day, I am cooking twice a day, staying on well tested (in last expeditions) vegetarian diet.

My current problem? Well . . . Problem 1793 from old issue of *Examiner*: "The white to play and mate in two moves . . ." The set of chess is 50 years old, smuggled out from Russia, the remembrance of my father. And I wish all of us to have only problems like problem 1793 . . .

Wind is losing its speed, taking lunch break. Is time to adjust spinnaker. Yes it took a miracle that I am here rolling to the West. But the miracles ended on land. Here, on the ocean, I am alone and all is up to me. The fate of Nord, Cardinal Virtue and myself is in my hands only. There are no miracles on the Ocean. No forgiveness and no mercy. And, I think, this is one of the reasons that we like sailing so much.

— andrew urbanczyk

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PERRY'S CUP

If ever there was a boom in sailing, the board sailing phenomenon has to be one of the biggest. It's hard to go anywhere around the Bay these days and not see these surfboards with a sail attached dancing about. From the hardy daredevils who blast off the wakes of the passenger ferries under the

O'Neill, Empire Sales, Windsurfing Berkeley, Pacific Surf Sails and Dorlon. All donated at least one prize, such as duffle bags, booties, harnesses. The list was topped by a complete wetsuit for the overall winner, Bob Hennessey of Larkspur. The long time yachting tradition of racing for silver cups has been broken by this crowd; they like to take



Mark rounding still life.

ALL PHOTOS BY LATITUDE 38/SHIMON

Golden Gate Bridge to the struggling, tottering novice on the mud flats of Berkeley, from the wave jumpers in Santa Cruz to the puddle jumpers in the Delta, it is an overwhelming proliferation. Not only are there large numbers of folks who've taken up the sport, but board manufacturers have sprung up around the globe to meet the demand.

The first annual Perry's Cup race, held August 14th on Richardson Bay, was a good example of the excitement this relatively new sport has created. There were 72 entries for the race, which started at 4:00 p.m. and took roughly one hour to complete. Seven women competed and there was even an Italian who was travelling through, heard about the race, and borrowed a board and sail to join in. Besides the hosting Marin Sailboard Club, there were no less than nine sponsoring businesses, including Sausalito Sailboard, Battens and Boards, Keven Colgate and Association, Windsurfing Marin,

home stuff you can use.

Joe Veit, an active boardsailor and a partner in the new Perry's restaurant in Mill Valley, came up with the idea for the race. Starting Le Mans-style off the Marin Sail-



Fish eye view. Below, the Le Mans start.

on Richardson Bay before heading north. A long straight shot from Gate Five to the entrance of the small lagoon at Perry's was cap-



board Club's new facility next to the Army Corps of Engineers building in Sausalito, the fleet wound their way around several buoys

ped by passing under the Highway 101 bridge. Like multicolored seagulls, the fleet swooped through the cement and wood co-



the entrance hallway waiting for their free beer; it wasn't too hard to tell them apart from the paying customers. A few hotshots preferred to stay out on the lagoon, doing



Passing under Highway 101.

rail rides and fancy jibes to impress the admiring onlookers who crowded the deck onshore. After a while, everyone hopped back on their board and held an informal drag race back to Sausalito, followed by a time-honored burger party and prize ceremony at the Marin Sailboard Club.

Serving as emcee, as well as race chairman and competitor, was Ted McKown, the second oldest Windsurfer dealer in the country. Ted started his Windsurfing Marin enterprise back in 1973, shortly after another bay area dealer, Glenn Taylor, opened up shop in the south Bay. The tall, eternally youthful McKown has been a keelboat sailor for years, but got swept in by Windsurfing when the Hoyle Schweitzer-designed boards appeared on the bay. He gave up being a sales rep and decided to go for it and has been one of the leading local lights ever since. He especially likes racing, which, he says "forces you to do things that you didn't know you could do!"

Ted's recently acquired a lot of competition in the boardsailing dealership business, and it was partly out of that that the Marin Sailboard Club came into existence. The three partners, Fred Baker, David Barrett and Chuck McCall, own the large warehouse next to Easom's Boat Works and plan

Results

Overall: 1) Bob Hennessey, Larkspur; 2) Jeff Scarth, Tiburon; 3) Jim Johnston, Belvedere.

Women: 1) Teresa Gianini; 2) Ellyn Bolt, Belvedere; 3) Patty Schenck, Larkspur.

Custom Board: 1) Gerry McDonald, San Francisco; 2) Joe Veit, Bolinas; 3) Reggie Ballard, Sausalito.

Novice (under 1 year experience): 1) Tom Bowers, Tiburon; 2) Tom Boyden, Greenbrae; 3) Mike Cooke, Belvedere.

to use it as a boat storage shed. They originally thought they would cater to powerboats, but all three are sailors and hoped they could find a sailing angle. The idea of a club, with facilities to store boards and sails, dinghies and even rowing shells, followed. They recently got their permit to do business, and have plans to add other amenities, including a hot tub. They also rent boards and offer lessons. The current membership dues are \$35/month; board rentals start at \$10/hour and \$25/day and go up.

So if you want to tune into what could possibly be "the sport" of the 1980's, you'd

lums, the roar of traffic overhead. Emerging from the shadows, they would smile and plane off to the finish.



The race officially ended at Perry's, where almost everyone beached their craft and, still dressed in their wet suits, stood dripping in



Cruising into Perry's.

better grab a wetsuit and check out the boardsailing scene. They say it takes a few hundred falls (also referred to as wind swimming) to get the hang of it, but once you've got it you're likely to be stoked. Radical.

— latitude 38 — svc

CHANGES

Anduril — Cross 40 Trimaran Don, Joanne, Donald and Erik Sandstrom (Moraga, Ca.) Pitcairn Island

During their 4-1/2 year cruise around the world from 1975 to 1980, the Sandstrom's put in at Pitcairn Island, the refuge for *H.M.S. Bounty* and her crew. Following is part of a chapter of Joanne's book *There and Back Again* about their trip. (The Sandstrom's, by the way, plan to make another long passage in 1985, returning to the South Pacific and Australia, before heading north for Japan).

June 8, 1977

After two days of standing off in bad weather, we finally met living history — Pitcairn Island and the descendants of the mutineers of the *Bounty*.

The island certainly suited Fletcher Christian's purposes. I thought that Puno, Reru, lay at the end of the world, but Pitcairn beats it by more than a mile — 1,300 miles from Tahiti, the same from Easter Island, and more than 4,000 miles from a continental land mass. Today, with the increase in air transportation and the decrease in ocean travel, it's more isolated than ever.

Nevertheless, the remaining islanders (about sixty-four) have a pretty good life. Wild goats provide fresh meat; fish abound in the waters around the island; and the fertile soil yields lettuce, tomatoes, onions, radishes, oranges, grapefruit, lemons, limes, corn, pineapple, breadfruit, coconut, papaya, sugar cane, taro — and probably more that I didn't see. The island is supported by its stamp revenue — more than \$200,000 per year, we were told. No trading for old shoes or *Playboy* here; it's a cash economy — all currencies (except French francs — the Pacific nuclear tests) accepted. Additional money comes from selling baskets and wood carvings through mail orders and to passing ships (two to four

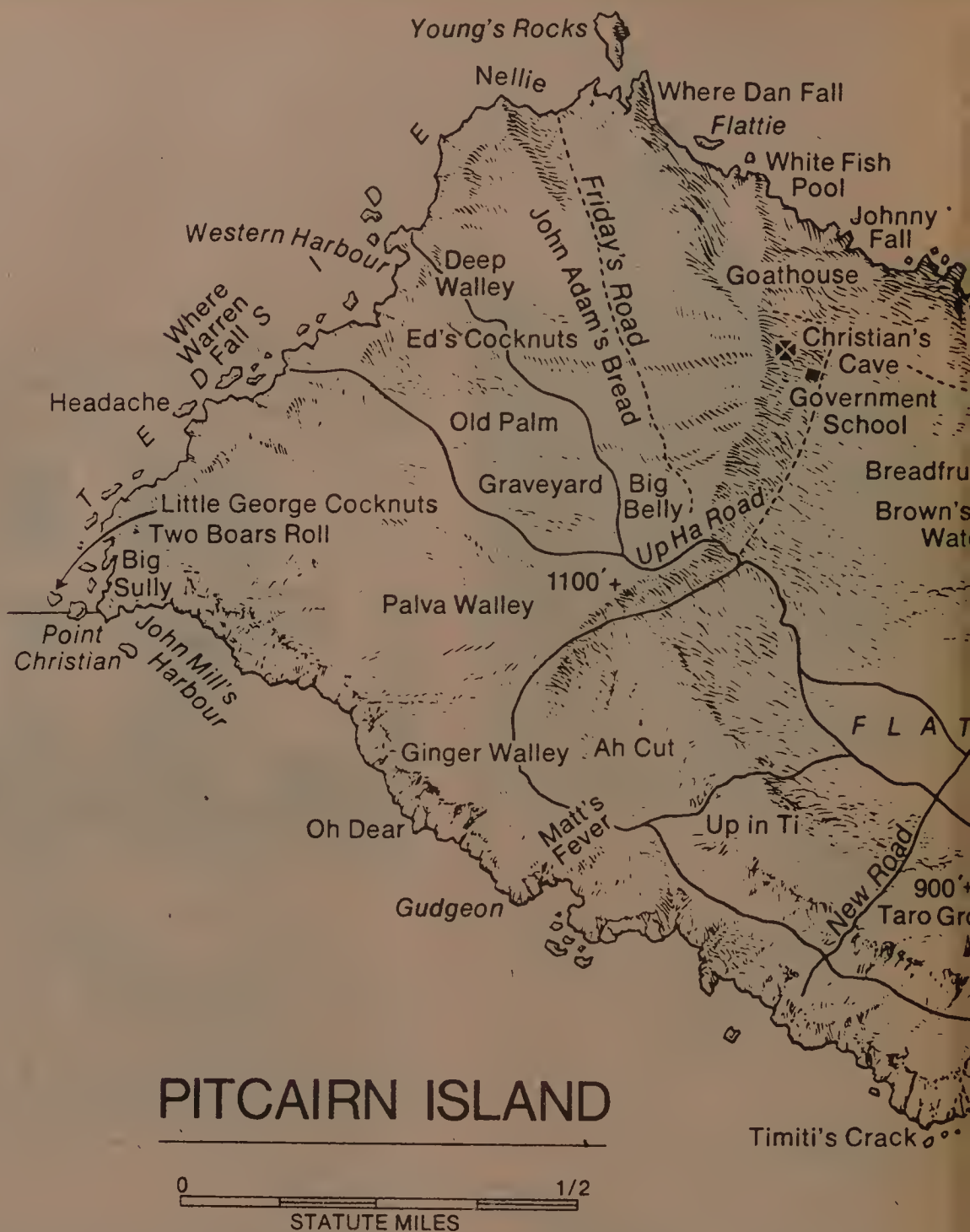
dozen a year; this number includes the supply boat, yachts, small freighters, etc. — every boat that stops). Although the island could be entirely self-sufficient (and was for its first generation), it imports staples and manufactured goods. Sometimes the islanders can buy from ships' stores. We saw a fair amount of expensive radio, stereo and camera equipment.

The people are Polynesian friendly, not British reserved. As noted in our navigational books, islanders came out in their boat to pick us up — although now they use an inflatable rescue boat with an outboard engine instead of the oared long boats. There aren't enough able-bodied men to handle the heavy, wooden boats. Since it still wasn't calm enough to anchor, Donald stayed aboard and sailed circles while the rest of us went ashore (Erik and Don traded places with him later). It took expert seamanship to get us ashore dry in the surf that was running.

After dragging the boat ashore and into the boat shed (no boat is ever left on the beach), we started up the hill. Woe to seafarers! I was chagrined to be puffing after only a dozen steps and embarrassed — but relieved — when they sent a tractor to pick us up.

Ivan Christian, the magistrate, first took us to his home, where we enjoyed tea, cakes, biscuits, and conversation, and met Tom Christian, world's busiest ham operator and a direct descendant of Fletcher. Then onto motorbikes for a tour of the island — two miles by one and hardly a level spot on it. We stopped at the school so the teacher could get our names for the next issue of the *Pitcairn Miscellany*. He has nine students; one is fourteen, the others eleven or younger — a nice teacher-pupil ratio, but it means seven lesson plans — individualized instruction to the n-th degree.

Two hours later we were back at Ivan's for lunch — hot dogs, corned beef, goat, fish,

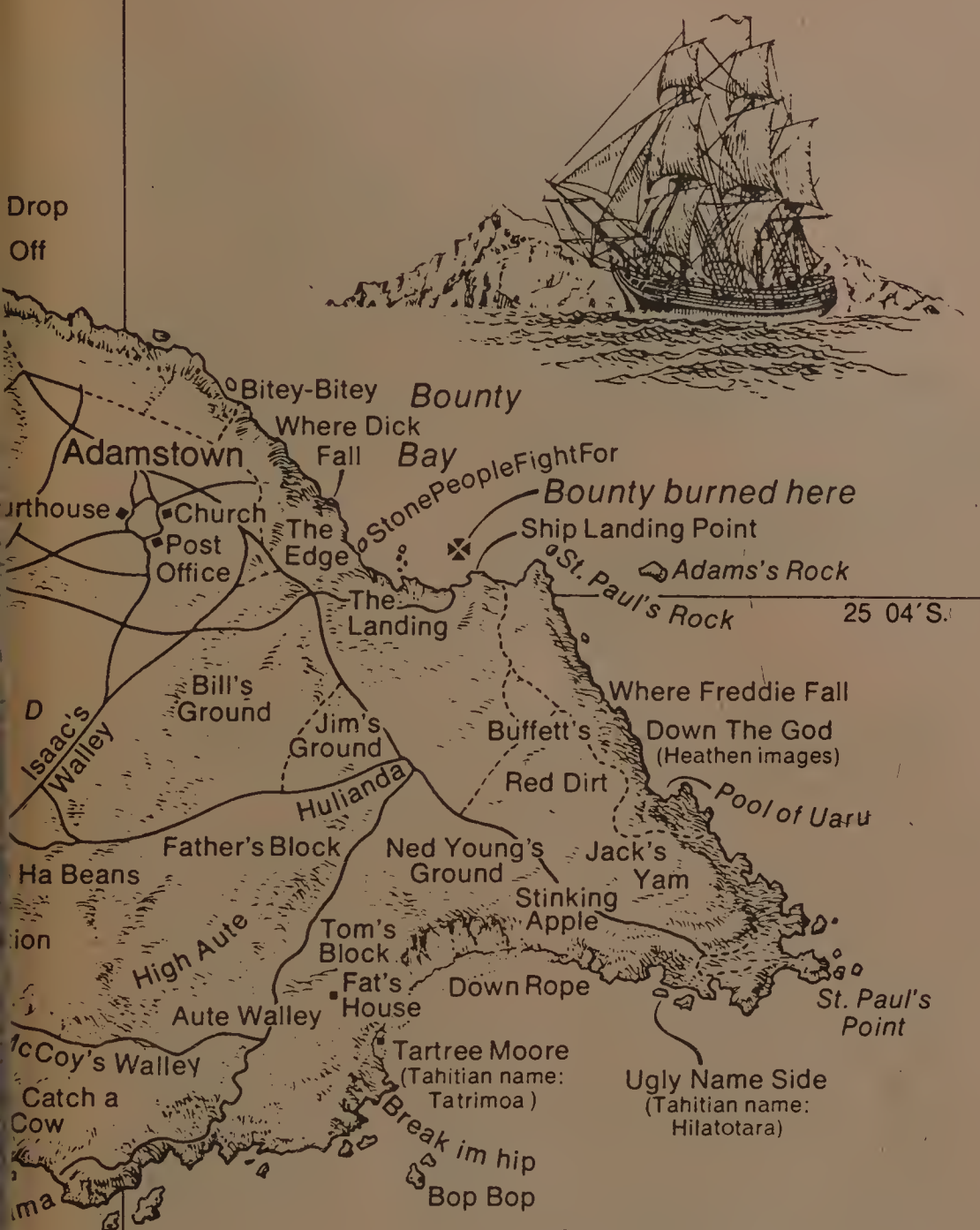


PITCAIRN ISLAND

0 1/2
STATUTE MILES

130°06' W.

IN LATITUDES

Drop
Off

130°06' W.

Map of Pitcairn, courtesy of Art Christian.
Aren't the names great?

shared reminiscences of Glendale, California.

We would have enjoyed staying for the community dinner celebrating the Queen's Silver Jubilee, but it was still impossible to anchor (without worrying), and none of us wanted to be the one to sail circles while the others feasted. So our new friends took us out to *Anduril* just before dinner — but not before loading us with oranges, bananas, tea, two boxes of food for the son of an island family who is in Tahiti as crew on another yacht, and a hot jubilee dinner for four. God save the Queen!

Kuchi — Acapulco 40**Gus Nitsch****Puerto Escondido****On Mexican Women as Crew**

As a skipper who has a Mexican wife who

is my crew — or is it my admiral? — allow me to pass a few words of wisdom to those who have sailed into Mexican ports, and noticed all that good-looking crew material ashore, and have wondered how to get it aboard.

Being homely or old-ish really isn't the handicap that it is in the U.S. The catch is: before she sails off into the sunset with you, she has to have that gold band on her finger. You see, Mexico is a Catholic country, and the Church says that doing what most skippers expect to do with their crew is a sin before the Padre gives the green light.

So there you have it — they make wonderful wives, and good crewmembers, and as an added bonus after the ceremony you find that you have acquired four or five hundred new relatives.

Virago — Buckan 40**Dave Lenschmidt & Chris Randall****Kailua, Hawaii****(Home port, Alameda)**

Having successfully traversed the blue Pacific from S.F. to Hilo in 16 days and 20 hours aboard the stout-hearted *Virago*, Dave Lenschmidt, her captain/owner, and I wonder if you would be so kind as to print, in public — in the most sought-after sailing rag in the west — a few thanks-yous to some folks who were outstandingly generous of time and labor and who didn't get to share the thrills of hours in the hot sun at three knots, or the chills of foredeck work at 30 knots in the pitch dark. Special thanks to Paul Akagi, for kneeling on the dock soldering copper screen for our SSB at midnight; to Richie Brehme for stripping and sanding *Virago's* brightwork after working his graveyard shift (and many hours of help doing dirty work); to Walter Knox, of Hogin Sails, for that last minute "Oh, Shit!" deep reef in our main, and the repair of my "last-

potatoes, corn, bread sticks, salad, and ice cream. And yes, many of the people look as if they eat that way every day. After lunch we walked, picked oranges, and visited with other families. It's pleasant, small-town life, but it's dying. Only the old and the young marrieds with primary-school-age children remain. The only teenage girl has no friends her own age. Even Tom Christian, concerned about the education of his four children, talks of leaving. Unlike the others, who usually move to New Zealand, he'd probably move to the States — to Glendale, in fact, or La Canada. He lived there in the '60s, working for "The Voice of Prophecy". Now when you talk about what a small world it is, mention Tom and Joanne, who met on the speck of Pacific called Pitcairn Island and

CHANGES



LATITUDE 38/RICHARD

legs" borrowed float-coat; to "Downstairs Dave" Jones for the new watertank with its multiple curves and angles; to "Swingkeel Dave" Smith, and Ken from *Reverie* for helping to make the SSB talk to us; to Joe Shelton for all his help, especially the coffee and a hamburger when I really needed it; to Kay Gammon for finding and transporting six tons of food and supplies ("How many squares a day for ladies and how many squares for men?" T.P., that is); to Ray and Patti aboard *Pony*, who didn't turn back until we were a tiny dot on the horizon, and waved and shouted "good luck"; and most special thanks to Keith Carver, who spent many, many hours sawing and glueing and sanding, and getting very grubby to get us ready by deadline . . . and to everybody that encouraged and applauded!! We love you all!

Rondo — 36-ft. Typhoon sloop

Bob Vespa, et al
Hilo, Hawaii

You may recall the story of *Rondo's* restoration (*Latitude 38*, May '82); now comes the tale of her travels.

In the fall of '81 the initial plans were begun to cap the whole restoration project with a long cruise. The first thought was Hawaii, but being she had been there twice before, something different seemed in order. Vancouver was a possibility, but the thought of working to weather almost 1,000-miles seemed more like just another challenge to follow on all the others during her reconstruction.

The little bay at Keauhou, near the Kona Surf.

Of course, a major problem would be in taking off the time required for any kind of a voyage. Being a teacher, I had to choose between a 10-week summer break, a one-semester sabbatical, or a whole year's leave of absence. I chose the latter. A year with two summer breaks thrown in opened up possibilities far beyond French Polynesia and the South Pacific. In fact, they went all the way to Japan! On the other hand, I could just lay back for a year in the Marquesas, Tahiti and Rarotonga, but I wasn't sure of the cost of living there (being on partial salary). Just think of the islands along the way: Tonga, Fiji, Melanesia, Micronesia!

But you can't put itinerary before pragmatics: How would I do it? Alone? Find crew? Who? How many? I knew no one with the three vital qualities (besides compatability): experience, time, and inclination, not to mention money enough to last a year. But would I want to put up with the work of singlehanded it?

Seeing little need to prove anything anymore, I decided against a solo voyage unless I could find no other crew. I decided, too, that I'd like to travel with a woman, especially to more remote areas where I'd heard that a couple tended to make friends more easily than did two men, who seemed to perhaps pose more of a threat to local social customs. Also, I'd already been to sea with male crews, but had never done so with a woman (one who really liked to sail).

Here I was then, in the fall of '81, trying to

think through all the factors affecting where I'd go, and with whom, not knowing for certain if I'd even get the sabbatical leave (they let you know about 90 days before the end of the preceeding semester), and months away from *Rondo* being ready to go. I had to do first things first, and just assume that the leave, the crew and itinerary would work themselves out. The only serious trip considerations I dealt with therefore, was the climatology in the areas I'd be visiting, which would in turn affect which months I'd want to be where, and just which semester, therefore, to begin my leave.

I decided to leave in early July of '82 but to avoid the Marquesas and French Polynesia. Not only would it be a risk sailing close to Mexico in July, but the eastern South Pacific would be too much to try for if Japan too were to be reached within the year.

The departure date set, I next made a list of the things *Rondo* needed to make a safe voyage, and another list of those items I thought would be an improvement of her '77 Hawaii trip, but less important and could be overlooked if time became critical. Besides the floor timber job, there would be three haul-outs just to wood her down and try to chase down a small leak (*still* not found). Also planned were: stove gimbals, mount for spare anchor, mount for outboard motor, lee canvas, track for storm trisail, new jib tack location for downwind rigging, rebuild breakdown-prone engine parts, make battery charging more efficient, build large chart box, mount jerry cans on deck.

By January I decided to begin the search for crew. The obvious source was the ads placed by those looking to crew but the results were not looking too favorable. Bad enough trying to locate someone who could really sail, but throw in compatability and commitment and the field became nil. It was obvious I had to change my criteria of a year's commitment. After all, I didn't know if even I could commit to anyone I didn't know



LATITUDE 38/RICHARD

beyond the first landfall. And, I didn't want to have to rely on finding crew along the way when I could less afford to be selective.

The obvious decision was to leave with more than one other person. I decided upon three and continuing on beyond Hawaii with

Rondo's current crew: Bob, Helle, Phyllis, and Judy.

one or two (assuming at least one would not work out).

The first to want to go was Nannette, an

old "friend" I had been seeing on and off for several years. She lived in Washington, and her hubby (quite liberal, he) would let her go if she really wanted to.

The next lady I found through the *Latitude 38* Crew List. Diane had been crewing on racing boats, and definately wanted to shoot for Hawaii after a day on the bay with *Rondo*. She was a good, strong sailor with a great sense of humor.

Next came word from Nannette that she didn't think she could pull it off. She gave my number to Karen, a friend of a friend. Karen called from Seattle and was anxious to give it a go. She had sailed a little and wanted to fly down in April to meet *Rondo* and me. I can't say that we hit it off famously, plus she pictured the boats' motion being more like Cunard Lines than the *Tidal Wave* at Mariott's, so back to Seattle she went.

Then, along came Phyllis. She lives aboard in Sausalito and has sailed more than I have. She does boat maintenance for a living and seemed to be ideal crew. We hit it off well. She also had no commitments for a year, so could go all the way if so inclined.

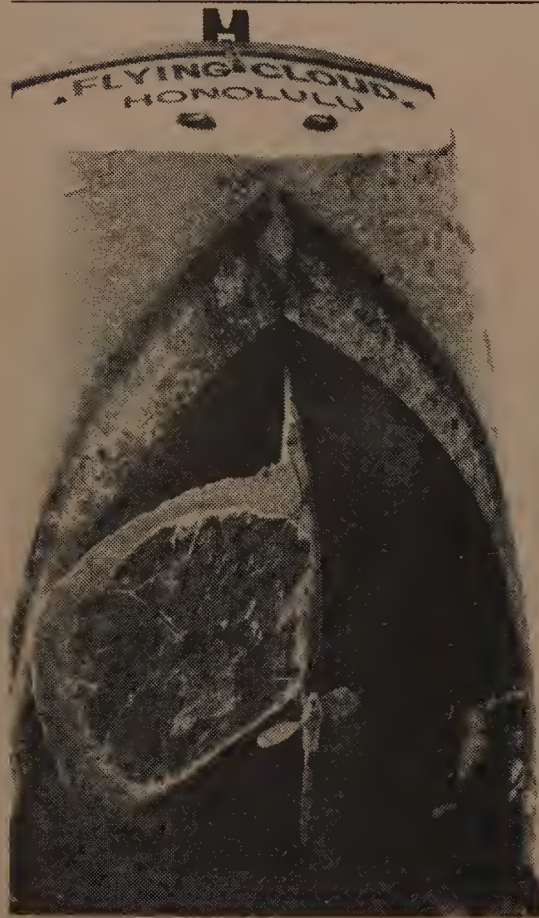
Back aboard *Rondo*, all was going at the normal rate: do one thing, and find another two more to do. But the July 1st departure date was still firm. By then I had also decided to give up my apartment in San Rafael, and my berth in Loch Lomond Harbor — less to worry about while away. By now it was May 21st, and I only had a crew of two, Diane and Phyllis.

Then came a note from Nannette: hubby finally said she could go for it! Super, now I have three, and one of them I even "know". What could be better?

By now too, all my neighbors at the marina were aware of the trip, and the shake-downs with the crew. They didn't really think I'd make the July 4th date (changed from the 1st for the fun of it) but were all pulling for us.

About 7th came a call from Nannette:

CHANGES



LATITUDE 38/RICHARD

Flying Cloud flies no more until she gets a new keel and rudder.

hubby still says "yes" but makes it financially impossible for her to go. Some liberal he is! So she's not going after all.

A few days later however, I heard about Helle, a friend of a boat neighbor at Loch Lomond. She had sailed mostly in Denmark, but was eager to go for Hawaii. Helle and I hit it off well, and around June 21st we all went out for a final "get acquainted" shake-down sail.

By July 1st the itinerary was definite: Hawaii, western Samoa, Tonga, Fiji, New Hebrides, Solomons, Carolines, Guam, Okinawa, Japan, San Francisco. All the charts were purchased, stores were aboard, Diane made cushion covers for *Rondo*, and I moved in with my friend Judy 'til departure time: July 4th, 12:00 from Loch Lomond. On the 2nd Judy had crew and their friends over for a going away party; a grand effort by a fine lady.

At 8:00 a.m. on D-Day I arrived at the boat for the many loose ends yet to do, and final packing of personal gear. I just did have room in the forepeak for my guitar, but not the banjo. It hurt my heart to think I'd not be able to pick my five-string for a whole year.

By 10:00 a.m. the crew arrived and well-wishers started to gather. It had much the

same feeling you get at the Indy 500 on race morning. Champagne bottles began to pop, and there were more than the usual glances at watches. Had I not been doing back-to-back chores plus re-hashing all that needed tending to during the next year with Bill and Cynthia (my children), I know I'd have had butterflies.

Pictures were being taken and poloroids given to crew and friends by my friend and department chairman at City College, B. Pasqualetti. A definite air of carnival and champagne buzz. Not a watch owner myself, the last timecheck I can remember getting was about 11:40. The chores were all done; the boat packed; the crew ready. We lit off *Rondo's* trusty grey marine.

As I climbed aboard *Rondo* I gave her the once-over. The years of sweat and restoration flashed by, as did the months of planning and dreaming of this very moment.

I remember saying "it sure feels like that time, folks", and someone saying "Christ, Bob, it's exactly 12:00 noon."

So, with Phyllis on the helm, Helle and Diane on dock lines, and myself on the boat hook, *Rondo* made sternway smartly. Her bow fell off the wind, and as she was tucked into foreward, she departed Loch Lomond and San Francisco for her tour-de-force 'round the Pacific. Her time had arrived.

Mud & Coral: The Difference Between California and Hawaii

The difference between mud and coral is that usually you can run your boat up on mud and still have a boat left, whereas if you run your boat up on coral your boat will generally suffer quite a bit of damage.

Check the pictures for proof. The Dufour 27, *Cabernet*, pictured on the far right hand page, broke loose from her mooring during



the real nasty storm that lashed the bay area last winter. Although supported by only her keel during periods of low water, her owner and some friends — after days of work — were able to kedge/pull her off. There was little damage to the boat itself.

The boat pictured on the left hand page, the Catalina 34, *Flying Cloud*, was caught in a Kona storm while anchored at Kailua, Hawaii last winter — not a good place to be in a Kona storm. During the storm a wooden boat was smashed to bits against the seawall, and *Flying Cloud* suffered a badly damaged keel and rudder. Currently she's hauled out at Honokohau Harbor on the Big Island, looking fairly salvageable.

Not so fortunate, however, is the Irwin pictured in the center, as she sits out of the water near Keehi Lagoon in Honolulu. Although we don't know what happened to her, it's reasonable to surmise that she either had a nuclear device detonated in her keel or she was dragged over a coral reef — with odds on the latter. Her keel is completely gone and her interior disemboweled. Nonetheless someone has carefully started to fair the edge of the whole as though they might attempt to patch it up. Lots of luck.

The moral of this story is that you



LATITUDE 38/RICHARD

You can really pour money through a boat like this.

shouldn't go aground; but if you insist, always go up on mud and never on coral.

Querida Mia — Morgan 2-46

Cliff Creed

Honolulu, Hawaii

(Redwood City & Pier 39)

Cliff, who also is a member of the Santa Cruz Yacht Club, made the big jump across the Pacific from Morro Bay on June 25th of this year. With two crewmen they had a reasonable 21 day passage. Since that time the crewmen took off for more distant ports while Cliff came to Honolulu to visit some acquaintances.

For a long time Cliff had owned powerboats until his wife had induced him to do without any boat at all. She died a terrible death from lung cancer last November, and Cliff found no peace in suddenly being single. In an attempt to erase the memories, he purchased the Morgan 2-46 to sail south and get lost "in the romance of the South Seas".

Business concerns back in the Bay area

are forcing him to prematurely return to Oyster Point harbor where he hopes to round up a "happy family" of crew to accompany him to Mexico this winter.

Cliff planned on leaving Hawaii for Oyster Point as soon as he rounded up a crew, and



LATITUDE 38/RICHARD

Cliff Creed with his Morgan 46 in Honolulu.

once back encourages folks who might want to crew in Mexico this winter to stop by for consideration.

CRUISING SHORTS

Glancing through the pages of a recent **Seven Seas Cruising Association Commodores Newsletter**, we read about some former northern Californians out seeing the world on their boats. Perhaps some of you were acquainted with Pat and Bill Cleghorn



It took 6 guys and lots of work, but they finally got **Cabernet** off the mud.

who were born in Stockton and who moved aboard their Cheoy Lee Midshipman 40, **Splendid**, in 1974 in South San Francisco (Oyster Point?).

In September of 1977 they headed south, cruising the west coast of Mexico and Central America, went through the Canal; did the western Caribbean and then went up to Key West. For the last several years they've worked in Fort Lauderdale to support further east coast of U.S. and Caribbean cruising during the summer. They intend to keep right on following that plan.

Another San Francisco couple that fled to Fort Lauderdale from San Francisco is Kit and Denka Nelson, on their Cal 2-46 ketch, **Pacifica**. The Nelson's left San Francisco in 1976 and covered pretty much the same ground as the Cleghorn's, putting in some 30,000 cruising miles. If all went according to plan, they've crossed the Atlantic to Europe earlier this summer.

Over in the Ala Wai yacht harbor in Honolulu Hubert Sing Fook is the new harbormaster. Northern Californian cruisers report that he's an excellent fellow and while temporary berths are expensive, he's been able to give up to 30 days even during the Clipper Cup hubbub.

'Captain Mike' Kriuohlavy left Pier 39 in

CHANGES IN LATITUDES



LATITUDE 38/RICHARD

Cabo San Lucas, one hell of a great place to spend some winter days aboard a boat.

San Francisco for Hawaii. Along with him as crew on his Olson 31 **Gray Whale** (not the ULDB) was Ann Gash about whom there's an article in this very issue.

My how time flies — it's almost cruising season again in Mexico. The 'season' is generally considered to start November 1 and run about to the middle of May. If you leave before November you are likely to either fry in the tropical heat or get caught in the last hurricane of the season. If you stay later than May, you run the risk of catching the first hurricane of the season unless you hole up well north in the Sea of Cortez.

Although some cruisers don't actually cross the border into Mexico until December or January, hordes of boats from Vancouver, Seattle, Portland, northern California, and southern California start to gather in San Diego. Lots of friendships are established and buddy-boats pair off for that extra feeling of confidence. If you're heading into Mexico for the winter, you'll want to try and make the Cruising Kick-Off party Saturday, October 30th, at **Pacific Marine Supply** in San Diego. After work on Saturday the owners host a free burritos, beer, wine, popcorn get-together for a crowd of cruisers generally numbering between 250 and 300. The party is Pacific Marine Supply's way to saying 'Thanks' to all their customers. Besides meeting lots of new friends about to head south, there are usually ten or so folks who've been in Mexico last year who can an-

swer all the questions first-timers might have. We've never made the party in the past, but we've heard it's great, and plan to be there this year.

Already we've heard from quite a contingent of northern California boats that plan on sailing to Baja and beyond this winter. They include Fred Christie and his girlfriend on **Shillelagh**, a C&C 41 that once was a Big Boat Series class winner. Their berth neighbors Peter and Robyn Leth will be going down on their Freya 39, **Jazz**, and perhaps continue on to Europe. Don Goddard and Kathy Senelly raced their Morgan 38, **Champagne**, on the Oakland to Catalina Race in July for what they planned to be the first step of a two-year cruise south of the border. Barry Stephens, one of the Stockton boat-building Stephens brothers, cruised Mexico last year in his beautiful 49-ft. Rhodes-designed, Lester Stone-built **Rowena**, much of it by himself and without an engine. Barry's recently been cruising up in the Pacific Northwest, but the last we heard he too planned to return to Mexico this summer.

Don Jobert and Susan Selman of San Francisco will be headed south on their Valiant 40, **Manana Express**. They hope to rapidly work their way down through the Canal, up to Florida, and hop across the Atlantic in June. They're not taking any kids, but another bay area Valiant 40 planning to take pretty much the same path is. That

would be Cliff and Barb Kirthart's **Magic Dragon** which last month left Redwood City with their two young daughters for southern California.

Bob LeFevre and his cousin Cy Eaton will be taking off in mid-October for southern California on the first leg of their cruise with Bob's Mason 43, **Blue Sky**. After several weeks in Mexico they'll be pushing south for Costa Rica, the Panama, the western Caribbean, and ultimately up to Deep Cove Nova Scotia, "heaven on the east coast". Bob and Cy spent much of their early summers there, and both were inspired by the big yachts that came to visit. They both dreamed someday they too could sail in with a big yacht, and that day appears to be coming closer all the time. Both are taking a year off and figure they can finance their way with a unique kind of charter. For just \$500 a day you get a sail, a vasectomy from urologist Bob, and a rubdown from masseur Cy. They'll make a million. The boat is short of female crew; if you're a lady and interested you might check out their Classy Classified.

Also headed for Baja are Bill and Heather Clute who have traded in the spinnaker for the stern mounted BBQ. They'll be sailing down in the Steven's 47 **Bimm**, which stands for 'Be In Memphis Monday' — or something. You can pry the story out of Bill with a few beers at a Cabo palapa. *Bimm* is the first of what they hope will be many charter boats to go into the trade off Baja.

Long Beach's Ernie Copp is headed south to Baja and mainland Mexico, and hopes to continue on to the south Pacific if he can get the right crew together. His boat is **Orient Star**, a Cheoy Lee 50 ketch.

Are you headed somewhere? People would like to know, both folks at home in your marina and people on boats that will be headed in the same direction as you. You can let everybody know by dropping us a line at *Latitude 38* or even giving us a ring at (415) 383-8200.

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ADVERTISER'S INDEX

Anchorage Marine.....5
A&T Marine.....62
All's Fare.....41
Avon.....58
Alpha Assoc.....69
Anchor's Way Boatyard.....65
John Beery Yachts.....54
Bay Area Marine Inst.....131
Berkeley Boat Yard.....77
Boaters Supply.....19,64,165
Bay Riggers.....15
B&L Sails.....80
Baytronics.....60
Bailiwick, Inc.....64
Boaters Friend.....80
Blue Dolphin.....180
Jack Barr Yachts.....49
Basin Boat Works.....60
Boy Scouts of America.....30
Bo'sun's Locker.....130
BMW Marine Power.....31
Brennan's Boat Supply.....64
Combco.....14
Cruising World Yachts.....20
Canvas Shop.....78
Capital Insurance.....64
Capt. Neill.....61
Cass' Marina.....59
Cal-Marine.....12
Cal. Maritime Academy.....68
Canterbury.....23
Chris Bock Instruments.....29
China Diesel Imports.....67
Downtown Marine.....17
DeWitt Sails.....41,43

Downwind Designs.....163
Dickerson & Assocs.....64
Dorlon.....64
Discovery Yachts.....12
Dan's Diving.....147
East Bay Yacht Service.....131
Edgewater Yacht Sales.....181
Eriksson Spars.....131
Eclipse Sails.....153
E&B Marine.....55
Foredeck.....74
Fugere's Int'l.....56
Gianola.....15
Gashouse Cove.....183,184
Gorman & Thomson.....4
Golden State Int Boat Sales.....179
Hogin Sails.....35
Haynes Sails.....27
Joe Harris.....17
H&C Yachts.....131
Horizon Sails.....29,52,53
Horizon Charters.....76
Harbor Yacht Sales.....67,131
Hood Sails.....102,103
Investment Yachts Unltd.....6,7,8,9,10
Johnson & Joseph.....57
Peter Jones.....181
Johnson Hicks.....66
J World.....25
Leading Edge Sails.....30
Lee Sails/C&G Marine.....38
Bill Lee Yachts.....48
Lampe & Martin Yachts.....28
Mariner Square.....32,33
Marine MarketPlace.....74
Monterey Bay Yacht Ctr.....72

Motorcycles Unlimited.....71
Marin Marine 31, 39, 74
McGinnis Insurance.....59
Mariner (Santa Cruz).....59
Malaya Inc.....149
Marine Electrical Service.....65
Marina Village Yacht Harbor.....75
North Sails.....45
Northern Calif. Marine Assoc.....141
Nicro/Fico.....14,59
NorCal Boat Yard.....70
Oceanic Yacht Sales.....81
O'Neills.....36,27,74
OEI Productions.....80
Palo Alto Harbor Assoc.....131
Paradise Cay Yacht Sales.....12
Pacific Marine Supply.....15
Pussers Rum.....13
Bob Pinkus Marine.....14
Passage Yachts.....44
Performance Sailing.....11
Kermit Parker.....181
Pt. Bonita Yacht Sales.....92,93
Pyzel Navigation.....131
Pacific Surf Sails.....50
Patagonia Software.....58
Planeaway.....148
Quicksilver Sails.....79
Ruby.....131
Railmakers.....64
Richards & van Heeckeren.....3,68
Richmond Boat Works.....47
Romaine Yacht Service.....78
Richmond Yacht Service.....72
Small Craft of Cal.....78
Sani-Fem.....75
Seasyn Dist. Co.....75
Stockdale Marine.....38
S.F. In-the-Water Boat Show.....21
Santa Fe.....60
Scanmar Marine.....55
Sutter Sails.....16
Sailboat Shop.....2

Skipper Yacht Sales.....182
Seair.....78
SeaWood, Inc.....50
Spinnaker Shop.....73
S.F. Cruising Center.....18
SeaBreeze Yacht Center.....40
Starbuck Canvas.....80
Sausalito Rigging&Electronics.....70
Sanford-Wood.....78
Sailorboy Products.....78
Seabird Sailing.....68
San Joaquin First Federal.....76
Stanford University.....67
Speed Sailing.....22
Sausalito Sailboards.....153
Sea Coast Yacht Sales.....58
SeaHaven Marine.....42
Suntan Special.....51
Sail Tours.....149,163
Samson Ropes.....24,34
Tradewind Instruments.....11
Bob Tefft.....181
Trans-Pak Insurance.....164
Tiburon Bay Co.....81
Ken Thomson.....149
U.S. Yacht Bureau.....38,63
Voyager Marine.....26
Vallejo Marine.....74
Vogue's Custom Upholstery.....72
West Marine Products.....13,82,83
Windcircle Sailing Yachts.....179
Wilson Yachts.....30
Windsurf Marin.....70
Whale Point Marine.....46
Willard Marine.....22
Walnut Creek Honda.....50
Yacht Tartan 27.....163
Yacht Garden Ketch.....64
Yacht Custom CT-41.....149
Yacht Rafiki 37.....76
Yacht Angleman Ketch.....78
Yacht Registry.....78
Yellow Bird Cafe.....19



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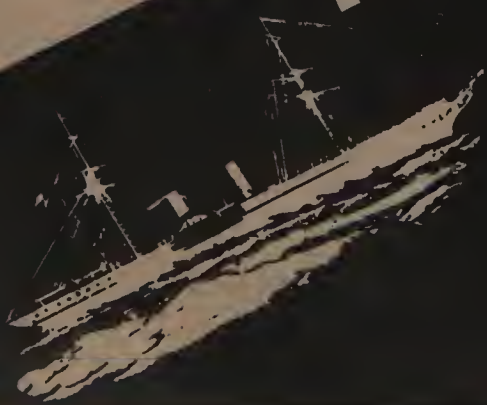
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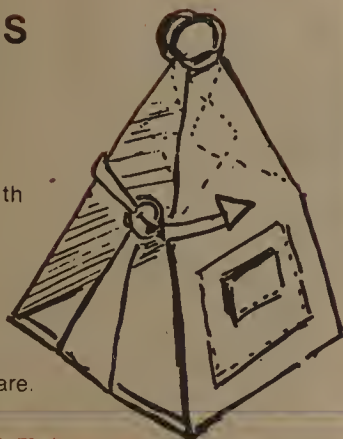
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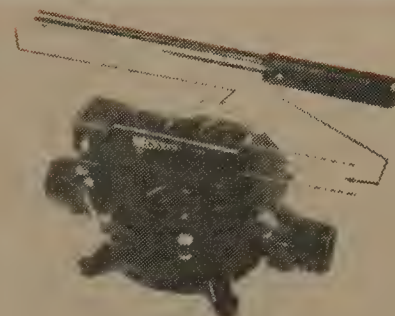
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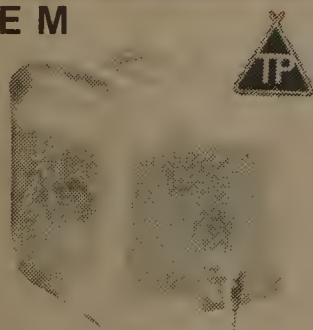
Double acting, polished bronze construction, w/stainless steel shafts & gears. Removable handle is also used for engaging the clutch on the chain wildcat, allowing independent use of the rope gypsy & braking when dropping anchor. Chain stripper & deck pipe w/cap are incorporated into the base of the windlass.

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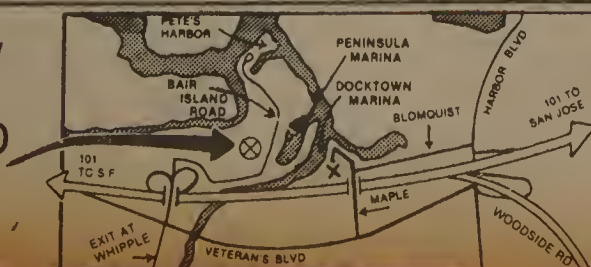
Counter Top Mount. Handle may be rotated for optimum location. Mdl A2410 List: \$93.25

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AMATEUR

Looking for a new hobby, something to keep you busy on weekends and maybe one or two nights a week? How about something you can do with your hands, maybe pick up a few new skills? And when you're done, you'd have something you could actually go sailing in. Yeah, how about building your own boat — sounds like a great idea! Why don't we ask someone who's already doing just that and see what advice they could offer.

"You've got to be crazy," says one.

"Don't," says another.

"This is my first — and last," says a third.

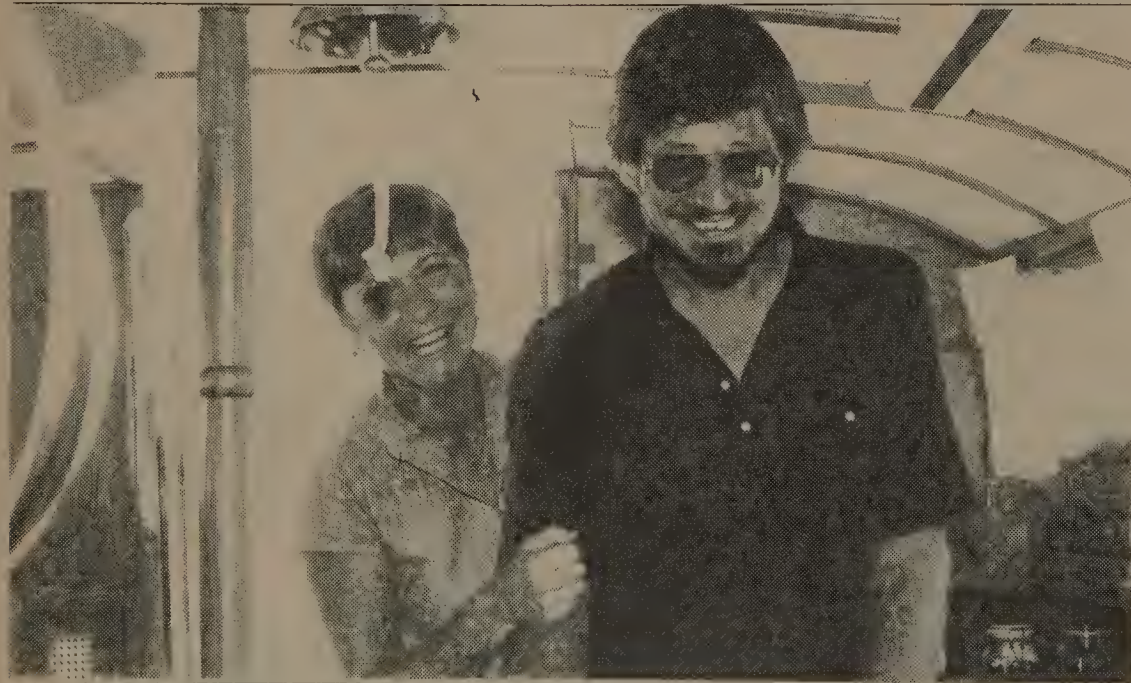
Gee, sounds like this wasn't such a hot idea after all. But there must be something to it. There's folks building boats at any number of places around the Bay, like at Pete's Harbor in Redwood City, and at Voyager Marine in Alviso, plus several other yards and who knows how many backyard boat operations. All those people must have some good reasons for doing it.

"One good thing about it is," says blond John Pashilk, putting together a Bodega 30 at Pete's Harbor, "that you can pace your financing. When you've got money, you buy things for the boat. When it hits the water, it's paid for. You aren't struggling to meet monthly payments all the



Pete's Harbor do-it-yourself yard.

way to learn about boats. You know exactly where everything is, because you put it there yourself, sometimes more than once!" And



Ellie and Larry Herbert.

time." John's high spirited neighbors at the Redwood City yard, Herb and Ginny Peterson, add that making your own "is a good

Larry and Ellie Hebert, who recently launched their gleaming blue and white Acapulco 40 *Janine*, have utmost confidence in their

handiwork. "You really feel proud after it's done," says Ellie, a strikingly handsome woman with short brown hair.

The Heberts are a typical, if that's possible, boatbuilding couple. They started 3-1/2 years ago after having lived aboard and cruised their Down East 38 for several years. They searched around for something bigger, but decided to do the job themselves. They had the factory join the hull and deck and put in the main bulkhead and took delivery in San Diego on January 8, 1979. On June 5th of this year, after 5,343 hours of cutting, sanding, drilling and urethaning, they launched their "baby" as a host of friends, family and fellow boatbuilders celebrated with them.

Larry, a tall, friendly man with gold rimmed glasses, works as a jack-of-all-trades clerk for Pan Am, and spent five hours in the evening during the week on *Janine*. Ellie, a credit union supervisor, got off work later than Larry and averaged about three hours a night. Larry did most of the heavy construction and Ellie specialized in finish work and cleaning up after her husband's mess. Some jobs they shared, such as fiberglassing and putting on the caprail. The latter turned out to be an incredibly laborious process that took 2-1/2 months to complete. The stern section has no less than 68 separate pieces of

BOATBUILDERS

ALL PHOTOS BY LATITUDE 38/SHIMON



This give and take attitude pervades much of the atmosphere at Pete's Harbor yard, and many of the boats bear the fruit of the builders' cross-pollination of talent and ideas. Located next to the marina, the do-it-yourself area is crammed with vessels in various stages of completion. On summer afternoons and weekends throughout the year, the place buzzes with activity. The slots the Heberts and Irwin occupied are now empty, but there are many others plugging away, each paying their \$95 a month to pursue their dreams. On Saturday nights, they gather to barbeque, drink wine and swap ideas, stories, and dreams. "We may not be pros at putting boats together," says one, "but we sure know how to scarf down the chow and party!"

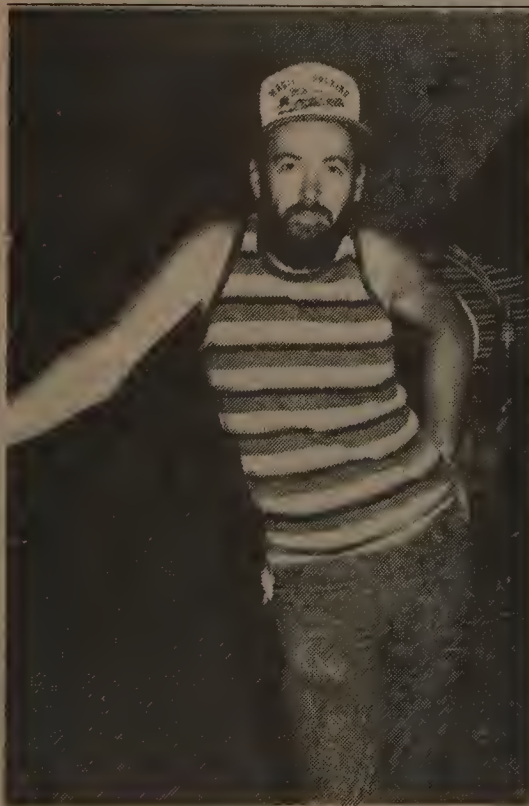
says grinning.

Herb and Ginny Petersen, who work as general contractors, have a definite plan to launch on Thanksgiving Day. They had a designer customize the interior of their boat and are close to finishing. At the beginning, it was hard for them to shift from the square, level and plumb world of house building to the curved and crooked ways of a sailboat. They made the transition, though, through perseverance, advice from others in the yard, and building a library of books including Don Street's *The Ocean Sailing Yacht* (Volumes 1 and 2), Ferenc Mate's *From A Bare Hull*, Eric Hiscock's *Voyaging Under Sail*, Bob Griffith's *Blue Water*, and Bruce Bingham's *Ferro Cement*. "They are our bibles," says Herb. The reason they plan to launch on Thanksgiving is that it marks the fourth year since the ballast was poured. Last year on Turkey Day they raised the mast. They say their hardest problem now is deciding on a name — they've got four

teak, all cut and fitted by hand.

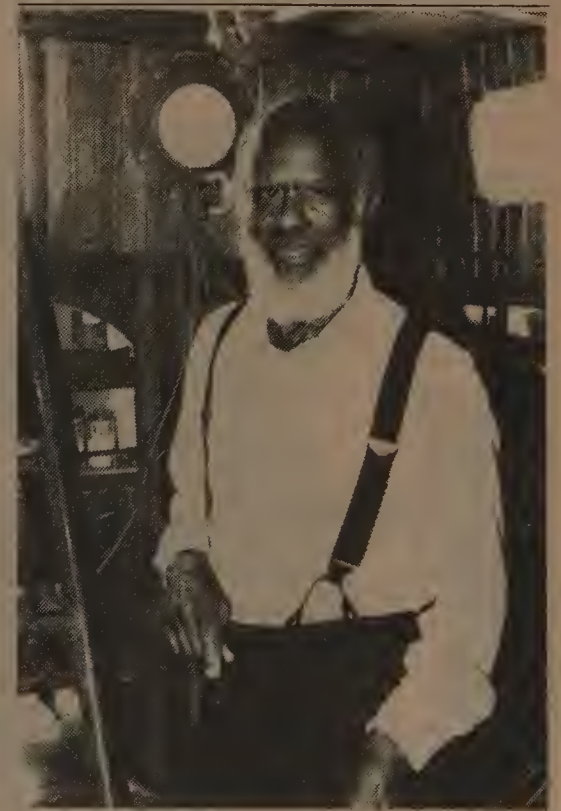
As might be expected, Larry and Ellie got burnt out with the project from time to time. They took a yearly one week ski vacation and managed to fit in two trips to the Caribbean to go cruising (Larry's job with Pan Am has its advantages). They even flew to London for a break, and while they were there picked up some hard to get parts at Thomas Foulks, an English marine outfitter. After returning from their much needed vacations, the Heberts would again don their coveralls and resume the campaign. They say it took about two weeks to get back in the groove, but once they regained their rhythm they were fine.

Working in the yard at Pete's Harbor in Redwood City, the Hebert's got, and gave, a lot of support. In particular, they benefitted from Irwin Layne, a soft spoken engineer also working on an Acapulco 40. Irwin's boat isn't quite finished yet, but unlike the Hebert's, he's been in the water for the past two years, working on the boat during the week and sailing on weekends. Irwin's expertise in designing systems, such as the traveller arrangement, was complimented by Larry's talent for woodworking.



Gene O'Riley.

Next to the barbeque pits, John and Dianne Pashilk, as well as their neighbors, Herb and Ginny Petersen, are working on a pair of Chuck Burns designed Bodega 30's. John, an artist who sculpts in bronze, and Dianne, an engineer, have no previous sailing experience. They wanted to learn about the boat by building it, and have stuck fairly close to the designer's plans. John says he's averaged about 12 hours a week over the past 3-1/2 years, although recently he's been working four full days a week on it. "I can see some light at the end of the tunnel," he



Alfred Hill.

possibilities, but can't narrow it any further than that.

For Tory and Jo Imsland, the name *Ithunn* came rather easily. Tory, a big, brawny dairy worker, had a Norwegian grandmother by that name. Tory says

AMATEUR

everyone has to have a place to sail to, and Norway is it for him. They'll be going in style aboard the 50-foot ferro cement ketch, complete with washing machine, refrigeration and a hot water heater made out of an old beer keg. This is the second boat Tory and Jo, a pretty woman with a quick smile, have built; the first was a 27-foot Piver trimaran. In between they owned an airplane, which they barnstormed around in. Tory saw *Ithunn* when she was a bare hull sitting in the yard six years ago and fell in love with it. His biggest fear has been that he'll butcher the interior, "which is why it's been so slow." Using liberal amounts of Honduras mahogany and patience, they are producing a fine, sturdy craft.

Another ferro cement hull in the works is owned by Al Hill, also known by his stage name "Alfred Hylton". This wiry, animated native of Jamaica left home when he was 14 to sail a four masted lumber schooner around Cape Horn. Today, 65 years later, he has a lifetime of stories to tell and is a card carrying member of the magician, carpenter and musician unions. As an illusionist he has toured South America with great success, including an unprecedented eight week stint in Caracas, Venezuela.



Diane Pashilk bandages husband John.

the engine, casting a rudder and building the mast and boom. In between working on the boat, Al is putting together a new magic act,

America, where he'll perform in each port along the way. "I'm going to be known as the sailing magician!" he exclaims, his white teeth flashing and his muscular hands spread in delight.



Herb and Ginny Petersen.



Joe Lockwood, Rudi Goodman, Bill Smith.

Al retired from carpentry work at Stanford and went to work on his boat seven years ago. All that's left to complete is hooking up

complete with props he makes himself. His plan is to pack his magician's trunks in the cabin and sail to the West Indies and South

Working in a yard with others similarly involved nearby is considered a smart move in the amateur boatbuilding game. Pete Uccelli, owner of Pete's Harbor, has set up a favorable climate for these folks, as has Gene O'Riley further south in Alviso, near San Jose. Even though Gene is partial to trimarans (he's currently building his own 40-foot Jim Brown Sea Runner), his main mission is to aid the do-it-yourselfer no matter what hull shape or building material. At his Voyager Marine on State Street (well guarded by several dogs, one of which is *very* mean), tenants pay \$2.50 per foot a month and share in the tool co-op and free monthly seminars on all phases of construction. Gene says they have an 80% completion rate at his yard, which is impressive. He's also in touch with about 1,000 other amateurs around the country working in fiberglass, steel and wood.

At least three of the present tenants at Voyager have been at it six years or longer. Vince Vitalie, Joe Lockwood and Bill Smith are all nearing completion of their tris, and

hope to sail within a year. Rudi Goodman has been there a year, but his Piver Lodestar was partially completed when he got it and he too plans to hit the water soon.

Vitalie is an electrician by trade, so was familiar with the tools before he started. Nevertheless, he had to learn about working with stainless steel and fiberglass. He looked at and sailed several different types of boats — which he recommends to anyone considering building their own boat — before

what needs to be done next on the boat.

Smith and Goodman are also very concerned with their own physical safety. "Everything around you wants to kill you," says Smith. There's the electricity used to run power tools, noxious fumes from the epoxies, paints, and acetone, and any number of ways to fall and hurt yourself. Add to these hazards the frustrations of cold and wet winters and an occasional case of the blues, and it's easy to see why perseverance is one of the most valuable tools the amateur boatbuilder possesses.

Joe Lockwood chalks it up to his just being plain crazy. Joe's a gentle man, but a friend gave him the sailing bug several years

fellow builders, is quick to talk about the advantages. For one, you don't get yourself strung out on credit, and if you don't count the cost of labor, you're bound to save money. You can customize your boat exactly as you want, and you can keep up to date as you go. Joe plans to rig one of the new wing masts on his boat, made with carbon fibers and epoxy — an idea that wasn't even feasible when he started building six years ago. And when you do it yourself, you have a confidence that just can't be bought in an already completed boat.

Most of all, Joe thinks of building your own boat as a worthy, almost noble, challenge. When asked if he would encourage others to do it, he paused a second. His clothes, face and hair were covered with white dust from sanding primer as he prepared to paint the hull and topsides; his eyes were bloodshot from the irritation. With a surety of someone who has taken the rocky path and pushed through the barriers,



Herman Layne, left, helps his son, Irwin.

settling on the 31-foot Sea Runner, another Jim Brown design. He says that after seven years, he's got a list "about two miles long" of people who want to go sailing, and that his wife and daughter periodically stop by "to see where I'm spending all the money!"

Smith and Goodman could easily be called "militant boatbuilders". Their craft are more than mere expressions of their construction skills — they are their expressions of independence in a world they see being boondogled by bureaucrats. Smith, a former general contractor, plans to roam the seas as a free spirit in his 36-foot modified Horstmen. Goodman, a machinist, adds that the whole project really has become a way of life for him. Outside social life, family and friends — all take their place behind



Jo and Tory Imsland.

back, and he's been hooked ever since. He will retire from his job as a machinist in three years, and he plans to sail to the Caribbean on his 37-foot Sea Runner. Like his neighbors, Joe points out that it isn't the safest of hobbies. "I lived through World War II without a wound," he says, "but in the last six years I've broken my arm and a bone in my foot working on this boat!" He adds that it can also ruin any marriage. Fortunately, Joe has a girlfriend who puts up with him and really supports his dream.

Even with all the dangers, Joe, like his



Vince Vitalie.

he replied: "Yes, I would. It would challenge their minds, it would get them off their ass. It's better than a first rate college education, because it makes you use your hands and it makes you think!"

— latitude 38 — suc

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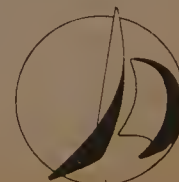
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<p>UNDERWATER HULL MAINTENANCE ✓ Bottom Cleaning ✓ Bottom Painting ✓ Zinc Inspection/Replacement ✓ Racing Bottoms ✓ Recovery of Lost Items Call days or evenings (415) 383-7758 Bob van Buskirk</p>	<p>MARINE REFRIGERATION Available Soon — Water Cooled Refrigeration Units Featuring: ★ Lowest Amp Draw ★ E-Z Kleen Condensor ★ Waterproof Components ★ Compressor Repairs ★ Engine Driven ★ 115 Volt AC & 12 Volt DC ★ Freon Refills Jeff Stone (415) 459-4346 — 15 yrs experience</p>	
<p>CELESTIAL NAVIGATION Learn & know celestial navigation in only ONE DAY by H0 249 Sun & Stars. \$60/person or \$100/couple. 100% Result Guaranteed or Money Back on the Spot. Call BERNARD MOITESSIER (415) 331-1421 Leaving Soon</p>	<p>LEARN COASTAL SAILING 45' sailing ketch "Adventure" wants 6 sincere beginners or advanced sailors to spend 2 intensive learning days & nights practicing offshore skills, ship handling, piloting, etc. September/October reservations offers for an unforgettable cruising weekend. (415) 421-9389</p>	

<p>32' KETCH 1974 Dread Nought f/g w/teak decks and trim, beautiful and an excellent cruiser, dsl. eng., propane stove, VHF. A steal at under 40K. (805) 643-7153.</p>	<p>MARINE SERVICES/LICENSED NAVIGATOR Skipper-mate seeks position. Worldwide sailing experience. Cruising-Delivery. Consultant in cruising preparations & maintenance. Claes Olsson, 916 Lake St., San Francisco 94118. (415) 331-1579 or 387-9968.</p>	<p>25' FLEUR BLEUE SLOOP Classic mahogany cruiser/racer with 9 sails, all electronics, depthsounder, ship-to-shore, sleeps 4, w/Sausalito berth, other extras, immaculate. \$11,950. By Owner. (415) 461-7000.</p>
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<p>HANS CHRISTIAN 43 PARTNERSHIP Seeking 1 or 2 partners in this 1980 cruising sailboat berthed in Sausalito. Write P.O. Box 1024, Sausalito, 94966 or call 331-2953.</p>	<p>TRADE 3 bdrm. fantastic view home, in exclusive Pine Mtn. Club, 1 1/2 hr. drive to L.A., appraised 125K for cruising sail, same value or less. I will finance balance. Touhey, Box 6316 PMC, Frazier Park, Ca. 93225.</p>	<p>FOR SALE Malemold (wood) for Glen-L design ketch or sloop rig, fiberglass, Airex foam, length overall 43'11"; beam 14'1 1/2", 6' draft. Will be available fall '82. Located in Cupertino. (408) 732-2346 after 8 pm. Ask for John, Sr.</p>
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Full keel, Perkins diesel, dual steering, VHF, d.s. & autopilot, custom teak interior, will sell or trade. Can assist w/financing. \$51,000. (415) 897-1428 ask for Ron, leave message.

LAPWORTH 24 — ALL OR PART

New mast, stays, pineapple sails. Stockton self-tacking jib, roller furling jib, genoa, slab reefing. Recent L.P.U. paint, 6 hp Evin. Anchors, compass, etc. Fast keel boat in super condition. \$7600/B.O. (415) 532-1626.

\$1500 FOR 1/4 SHARE

Catalina 22' Sailboat w/outboard motor, centerboard (swing keel). Cabin sleeps 4; head; lights. Kappas Marina berth Sausalito. Call Warren weekdays 642-4304 evenings/weekends 236-7393.

INCREDIBLE 8' GAFF CUTTER-RIG TORO

Lots of handsome wood & rope work, teak rub rails, new bottom paint. Half-decked w/curved coaming, compl. flotation. Perfect safe learning boat; totally safe/prettier than hell. \$950/B.O. (d)332-9733; After 6: 332-7543.

1976 CLIPPER '23

Bilge keel, pop-top, great for Bay or Delta, sleeps 4. Pop-top cover, sail cover, bottom painted 3/82, lifelines, E-Z Load trailer. \$7,000. (415) 592-1745

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28' Herreshoff 'Roznante' Ketch. Joy to sail, super weekender for 2, teak decks, mahogany on oak hull, North sails, new S.S. standing rigging, 7 hp inboard just overhauled. 1st to finish '82 Master Mariners. \$22,500. (415) 841-2076(e).

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Exceptional race record, 1 yr. old mast, boom & rig; 3 jibs, 2 mains, spinnaker, 6½ o.b., full boat cover! Sausalito berth, \$9,500. Call Bill Coverdale 479-8195 (e) or 472-3804 (wk.).

1976 CATALINA 22

With 6 hp Johnson ob. Popular swing keel sloop with trailer. Galley and berths for 4 or 5. Fully equipped, many extras. \$7500 firm. (415) 829-5693 after 5 p.m.

'79 ERICSON 25 +

Lake sailed, 150, Spinn., 7 winches, doubles, VHF, AM-FM/Tape, Head, Depth, Knot, wind, app. Wind, EZ load trlr, Shore 110, Bil pump/Blower, Ped. Steering, much more. \$28,000. (209) 485-0777 evenings please.

BRISTOL 30

Cruis. sloop/bay boat. Mint cond. Full keel, Volvo diesel, whl. steer'g, windlass, VHF, fath., 3 sails, teak interior, cabin heater, sleeps 4. Many extras. \$34,900. All offers consid. Owner financing poss.. Berth avail. (415) 326-6316 (e).

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3 bags sails, hot/cold press. water, shower, copper hot water plumbing, delta sun screen, internal halyards & more. Hauled & bottom painted last month. Excellent performance record. Asking \$45,500. 479-2974 eves.

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built '71. Roomy, comfortable, fast sloop. Has main/jib, genoa, spinnaker. New VHF/compass. 2 anchors, each w/200' rode. More equipment. Call 456-3015 anyday after 6 pm for details. Price \$12,000. A perfect family boat.

RAWSON 30

1976, all teak interior, Yanmar diesel, heavy duty rigging for cruising, sleeps 5, San Rafael berth, sacrifice \$24,500 firm. 388-8458.

FOR SALE

21' sloop, C/B, f/g over Marine plywood, 15 hp O/B, 1 yr. old DeWitt sails, Vallejo berth, perfect Bay/Delta cruiser. \$3500. Steve or Peter (707) 255-7865; 257-2512.

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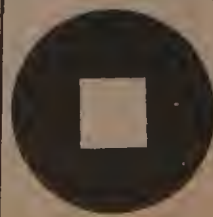
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'80 Rafiki 35, like new, teak deck, Volvo diesel, Airex hull, VHF, depth, stereo, Ballena berth, \$63,000. ALSO '71 Tylercraft 24 twin keel sloop, 10 hp, trailer, sleeps 5, asking \$6900.

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Exp. sailor, 35, seeks to crew in tropics at Christmas. No race experience. Also seek association with power boat owner for yachting photography. Box 510, 533 Sutter, S.F., CA.

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F233 Cuddy cabin, refrig., VHF radio, depthfinder, radio direction finder, fresh water tank, 351 Ford 230 hp outdrive, immaculate with EZ load trailer. \$12,500.

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16'9" Herreschoff/Gardner design. Double end. Marine plywood lapstrake planking over laminated spruce frames. Two rowing seats & stern seat. 8' spruce oars. \$1700. 388-0900.

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Used vane for sale. Perfect condition. Save a hundred bucks. Call (415) 523-9292 early a.m. or write Tom Kind, 1144 Ballena Blvd., Alameda, Ca. 94501.

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Mint condition! All teak int. Dsl., VHF, RDF, API, WS, DS, log. 3 head sails, Avon inflatable, Seagull 3 hp. Lg. active class. Must sell—new boat has arrived. (415) 521-9209, (415) 932-3900.

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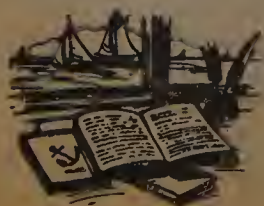
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Join me in Mexico for 2 weeks or 2 months. Crew of 2 or 3 wanted for relaxed cruising, Nov. 1 thru Jun. 1. Share expenses. Contact: Bernie Salles, P.O. Box 284, Coyote, CA 95013 (408) 578-9166 eves

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Former 'Gangreen', '79 YRA champ, has new look—new paint/name/lots of equip. Hull/keel profes. faired & new Micron 22 bottom done 4/82. Trlr avail. Owner may carry. Ready for '82 Worlds. (415) 343-4031. \$15,000/offer.

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Dbl-endr, ctr ckpt, w/aft cabin, lrg eng. rm, gd tankage, ESPAR cntrl heat'g, Technautics hold'g plate refrig. Electroguard, VHF, Combi stereo, Racor, Zodiac Sportboat, recent haul/survey. 90K. 332-3780

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New mast, stays, Pineapple sails, Stockton self-tacking jib, roller furling jib, genoa, slab reefing. Recent L.P.U. paint, 6 hp Evin. Anchors, compass, etc. Fast keel boat in super condition. \$7600/B.O. (415) 532-1626

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This immaculate bay sailer & her Berkeley Marina berth come w/many extras, including aux. outboard, 2 sets sails, sail cover, bow pulpit, etc. Asking \$3,900. (415) 658-2500; (415) 339-2773. Ask for Michael Brucker.

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23' full keel sloop, 6 hp Johnson OB, lifelines, cockpit cushions, anchor & line, 2 mains, 1 jib. Bottom paint 6/82. Great Bay boat. \$6300/offer. (d)234-4130 x341 (Frank) (d)533-9030.

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Urology, no more massage (except by request), it's on to Mex., Panama, & Nova Scotia for Cy & Bob. Compatible, flexible & energetic ladies interested in helping us pamper our Mason 43 please call Bob LeFevre (209) 524-1211

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COLUMBIA 26

'69 MKII, fully equipped, 2 suits of sails including spinnaker, many extras, excellent condition. Desperate, Must Sell, Make Offer. (707) 938-1672(d); (707) 996-6753(e)

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TrailRite Santa Cruz 27 trailer (can accomodate similar sized boat). Previous home to 2-time National Champ. Low mileage, single-axel, surge brakes, lights, good tires. A good deal at \$2,000. 865-4850

CATALINA 22

Sleeps 5, head, galley, 6 hp Johnson, Trail-Rite Trailer, Main & jib, all safety equipt, retrac keel. Excellent family boat, San Leandro Marina slip included. Asking \$7,000. Call Blevins 352-2440 (w); 846-0938 (h).

26' DAWSON

F/G center cockpit ketch, capable world cruising, well equipped, trailer, \$20,000 negotiable terms. Owner will carry. Call Ed (415) 835-9818 weekdays.

AFTER 40 COUNTRIES, 2xs ATLANTIC & Med., I picked this boat to go again. But plans have changed. Rugged English quality f/g Atlantus 28 sloop. Dsl., windlass, liferaft vane, etc. Beats Orion, Nor'Sea, Flicka. \$29,000. (415) 886-7151

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Lyle Hess-design, working sails, jiffy reefing, 2 anchors, 7.5 h.p. o.b., galley, head, sleeps 4, AM/FM 8 track, custom trailer, Delta berth w/fees paid through Dec. Exc. condition. \$5,000 or offer. (415) 943-6327

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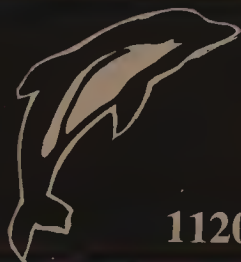
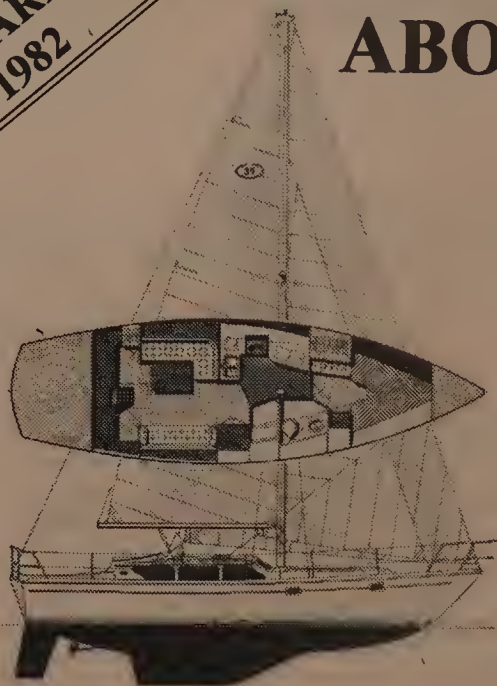
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STANDARD SPECS

LOA: 39'7"
LWL: 32'4"
Beam: 12'1"
Draft: 4'9"
Displ.: 19,000#
Ballast: 8,200#
S.A. slp: 728 sq. ft.



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GULFSTAR

44

STANDARD SPECS

LOA: 44'8"
LWL: 35'6"
Beam: 13'2"
Draft: 5'6"
Displ.: 26,000#
Ballast: 8,500#
S.A. slp: 800 sq. ft.



JUST ARRIVED

**The Most Beautiful Center
Cockpit/Aft Cabin Boat in
the Industry —
World Cruising? — Liveaboard? —
Versatility is what this
GULFSTAR offers!**

BEST BUYS IN BROKERAGE

Size	Boat Make	Yr. Type	Const	Price
24'	San Juan	'74 slp	F/G	\$14,900
25'	Santana	'73 slp	F/G	\$15,000
27'	Ericson	'72 slp	F/G	\$18,500
27'	Pearson, o.b.	'67 slp	F/G	\$16,000
29'	Ericson	'71 slp	F/G	\$29,500
30'	C&C Mega, retract. keel, c/trlr	'78 slp	F/G	\$25,000
30'	Bristol	'73 slp	F/G	\$34,900
30'	Catalina	'80 slp	F/G	\$37,500
30'	Custom ¾ ton	'81 slp	Wood	\$38,000
30'	S-2	'78 slp	F/G	\$49,500
32'	Ericson	'71 slp	F/G	\$34,900

Size	Boat Make	Yr. Type	Const	Price
32'	Traveller	'73 ctr	F/G	\$50,500
33'	Ranger	'70 slp	F/G	\$49,950
33'	Nor'West	'80 slp	F/G	\$68,000
35'	Cheoy Lee	'35 slp	F/G	\$79,500
35'	Ericson	'70 slp	F/G	\$44,500
35'	Ericson	'77 slp	F/G	\$54,500
35'	Magellan	'65 slp	Wood	\$49,500
35'	Pearson	'69 slp	F/G	\$54,900
36'	Islander	'72 slp	F/G	\$57,500
36'	S-2 11 Meter	'79 slp	F/G	\$73,500
36'	Hunter	'81 slp	F/G	\$66,000
38'	DownEast ctttr	'75 ctr	F/G	\$79,000
38'	DownEast ctttr	'80 ctr	F/G	\$84,750

Size	Boat Make	Yr. Type	Const	Price
38'	DownEast ctttr	'80 slp	F/G	\$89,000
40'	Anacapa	'65 slp	F/G	\$75,000
40'	Boyd & Young	'50 slp	Wood	\$35,000
40'	Stadel	'67 ket	Wood	\$65,000
40'	Cheoy Lee	'74 ywl	F/G	\$83,350
40'	Cheoy Lee	'66 Ywl	F/G	\$99,500
42'	West sail	'76 ket	F/G	\$150,000
43'	Endeavor	'80 ket	F/G	\$169,500
44'	Gulfstar	'81 slp	F/G	\$172,500
44'	Peterson	'75 slp	F/G	\$117,500
44'	Swan Nautor	'79 slp	F/G	\$256,000
50'	Gulfstar	'80 ket	F/G	\$220,000
70'	Bermudian	'53 ket	Wood	\$295,000
75'	Custom built	'62 ket	ST	1,000,000

BOB TEFFT CRUISING

415-332-3690



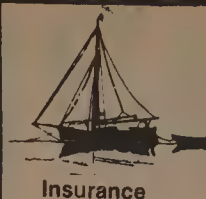
2829 BRIDGEWAY, SUITE 201, SAUSALITO, CA. 94965

SELECTED LISTINGS

- 26' Garden cutter, 1967, Vashon Island, very heavily built.....\$39,500
- 30' Tahiti ketch(es) we have 3 at this time from.....21,500
- 35' Eldredge-McInnes/Amer. Marine sloop M/S, 1965, aft cabin...49,500
- 36' Angelman Sea Witch diesel ketch, Aries, good gear.....60,000
- 36' Dickerson custom ketch, 1969, good sailer, very clean.....50,000
- 38' Hans Christian MKII cutter, 1979, cruise veteran.....110,000
- 39' Freya cutter, 1978, fantastic sailer, very well built.....175,000
- 40' Allied Sea Venture ketch, 1979, quality U.S. boat.....120,000
- 40' Garden Mariner ketch(es), we have 2 from.....59,000
- 41' Garden CT-41 ketch, 1970, very clean, serious seller.....68,000
- 41' Gulfstar ketch, 1975, Omega, SSB, A/P, Vane, lots more.....115,000
- 44' Cheoy Lee ketch, 1979, aft cockpit model, nice.....119,500
- 45' Brewer Pinky shooner, new wood boat & beautiful.....97,500
- 46' Cal 2-46 cruising sloop(s), we have 2 at this time from.....150,000
- 46' Formasa 46 cutter, 1977, with lots of good gear.....120,000
- 46' Sutter steel ketch, 1959, radar, A/P, spinet piano.....90,000
- 48' Sutton steel ketch, 1967, very beautiful sailer.....144,000
- 48' Parker/Moody cruising sloop, 1957, excellent.....80,000
- 50' Rhodes yawl, "XANADU", teak hull, just refurbished.....175,000
- 56' New Frontier steel sloop, not finished, fish hold.....90,000

SPECIALIZING IN OFFSHORE CRUISING BOATS — Over 100 Listings

Particulars are believed to be correct but are not guaranteed;
subject to price change, prior sale or withdrawal without notice.



KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor, 557 Francisco Blvd.
San Rafael, CA 94901 (415) 456-1860

— WOOD —

- 18' Spitzgatter-type cutter.....\$9,000
- 25' Cheoy Lee Clipper, teak.....9,850
- 25' Cold-molded Roberts sloop.....28,000
- 28' Modified P-28.....16,,000
- 30' Modified H-28, San Francisco berth.....26,500
- 30' Hurricane.....12,500
- 30' Holiday yawl.....offers
- 30' Tahiti ketch.....29,500
- 30' Winslow Ketch.....try 30,000
- 40' Mariner ketch.....75,000
- 46' Garden ketch.....75,000
- 50' Force 50.....try 110,000
- 60' Maine Schooner.....167,500

— FIBERGLASS —

- 20' Cal.....5,000
- 22' Columbia.....5,800
- 27' Bandholm sloop, inboard.....try 17,000
- 31' Cheoy Lee Offshore.....39,000
- 32' Westsail, clean.....60,000
- 34' Islander — full keel.....36,000
- 41' CT Custom.....72,500
- 42' Westsail.....140,000
- 50' Columbia.....87,500

Many Other Listings of Quality Boats Available

EDGEWATER YACHT SALES, INC.

1306 BRIDGEWAY

SAUSALITO, CALIFORNIA 94965

(415) 332-2060

SAIL — PARTIAL LIST

- 13' English Guppy, fixed keel, trailer, sleeps 2.....\$1,450
- 20' Ranger, keel/centerboard, dodger, motor, trailer.....6,900
- 22' Venture, swing keel, new sail, sleep 4, galley, head.....2,990
- 23' Colin Archer D.E. cutter, inboard engine, fully restored.....9,500
- 23' Bear Class, full keel, diesel.....only 7,000
- 24' Gladiator, full keel, completely refinished, loaded.....5,900
- 25' Coronado sloop, A-1, roomy family boat.....8,200
- 25' Folkboat, diesel, full cruising gear.....7,250
- 27' Islander '69, very well equipped.....try 8,900
- 28' Swedish full keel sloop, inboard engine, 7 sails, covers, A-1.....11,500
- 29' Ericson, wheel, Atomic 4, eng., 4 sails, pulpits.....try 22,500
- 30' Pearson '77, wheel, diesel, lifelines, A-1.....19,500
- 30' Angleman-Davies cruising sloop, diesel.....try 18,000
- 31' Bombay Motorsailer, diesel, dual steering.....try 36,000
- 32' Garden center cockpit sloop, big diesel, will trade.....35,000
- 34' Columbia, 4 sails, dodger, rails, full cruise, gear.....try 24,000
- 38' Steel Yawl '76, 86 h.p. dsl., \$3,350 down, 10-3/4% interest loan.....33,500
- 41' Rudy Cheoy Cat., very strong & fast, great charter boat.....15,000

POWER — PARTIAL LIST

- 24' Sea Ray '79, w/trailer, only 136 hrs. of use.....try \$12,500
- 32' Swanson Classic Sedan, maintained under cover.....13,000
- 33' Chris Craft Sedan, beamy liveaboard.....try 7,000
- 36' Pacemaker Sedan w/bridge, has everything incl. shower.....13,500
- 38' Stephens Sedan, great liveaboard, very healthy.....14,500
- 38' Matthews Classic Sedan, twin G.M. diesels.....try 28,000
- 40' Matthews Sedan, owned by a perfectionist.....20,000
- 46' Fellows & Stewart classic, G.M. diesel, restored.....35,000
- 46' Stephens, classic in teak and cedar, diesel.....21,500
- 47' Ed Monk Classic, tri-cabin, everything including tub.....38,500
- 48' Classic Grandy Fantail, Perkins diesel, A-1.....36,000
- 50' Fellows & Stewart Classic, twin diesel, restored.....65,000
- 60' Swedish diesel yacht, 1500 mi. range.....try 95,000
- 78' Classic Fantail, twin G.M. diesels, restored.....try 135,000

PETER JONES YACHT BROKERAGE

(415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I many have some suggestions if you haven't decided on a specific boat.

- 51' CROCKER KETCH. Teak, custom aft cabin, blt in Maine.....\$89,000
- 46' ALDEN CUTTER. Rerigged & powered '78.....\$58,500
- 41' CT 41. Very large inventory.....\$72,500
- 41' KINGS LEGEND SLOOP '81. Fast modern design w/VW dsl.....\$96,000
- 41' KETTENBERG '67. F/G hull, VHF, fath., knotmeter, diesel.....INQUIRE
- 40' COLUMBIA '64. Dodger, 6 sails and more.....\$54,500
- 40' BERMUDA by Hinkley '63. Much gear, diesel.....\$95,000
- 39' CAL '80. Perkins dsl., VHF, log, knotmeter, Barients.....\$97,500
- 37' ENDEAVOUR. Combi, Hood furling, financing available.....\$96,000
- 36' LITTON TRAWLER. New condition.....\$80,000
- 36' ISLANDER '75. Barients, autopilot, diesel, spin. & more.....\$64,500
- 36' HUNTER '80. Yanmar dsl., good gear, very clean.....\$64,900
- 35' CHEOY LEE '79. Volvo, dodger, refrigeration.....\$75,000
- 35' FANTASIA CUTTER, '79. Lots of gear, diesel.....\$84,000
- 35' MAGELLEN '65. Aft cabin, full keel, strip-planked, refridge., dsl.....\$49,500
- 34' COLUMBIA MKII '71. Palmer, depth, speed.....\$30,000
- 34' TARTAN '74. S&S design, autopilot, windlass, very clean.....\$42,500
- 32' WESTSAIL. (2) of these strong cruisers.....\$60,000
- 32' MARINER '72. LPG, VHF, wheel, Perkins, etc.....INQUIRE
- 31' MARINER '69. Well-equipped cruiser, Perkins.....\$44,950
- 29' CAL '76. Wheel, VHF, depth.....\$29,000
- 29' SOUVEREL '64. Inboard and spinnaker.....\$16,500
- 28' ISLANDER. Race equipped w/halyards back, Volvo dsl & more.....\$34,500
- 27' NEWPORT '73. VHF, Atomic 4.....\$18,500
- 27' ALBIN VEGA '76. Dodger, 5 sails, diesel, very clean.....\$22,500
- 27' SANTANA. 7 winches, pulpits & lifelines, Honda o.b.....\$16,000
- 26' COLUMBIA MKII. 30-ft. San Francisco berth.....\$11,900
- 25' PETERSON '76. Like new, much gear and San Francisco slip.....\$17,500
- 25' CAL '65. VHF, Evinrude O.B.....\$9,500
- 20' CAL '64. New rigging, VHF, Berkeley berth.....\$5,700

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable bizzare Snafu, please call & list your boat.

DEALERS FOR:

FORCE 50
SEA WOLF 44
ROBERTS 45
PETERSON 34

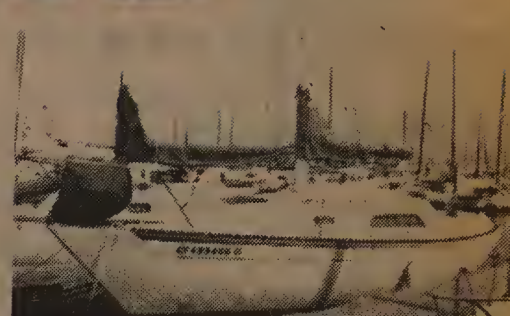
SKIPPER'S YACHT SALES



CAL 39 '79. The only comment said is WOW! What a boat — and for only \$88,000. Come and make an offer for a nice cruising live-aboard.



38' DOWNEAST CUTTER just completed TransPacific cruise. 88 ch VHF, fathometer, compass, 3 bags sails, jiffy reefing, 6 man liferaft. \$78,000.



26' BAHAMA 1977. Sail drive, keel stepped mast. \$16,500.



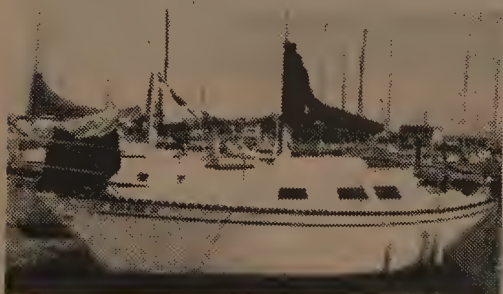
27' CHEOY LEE 1968 Offshore. Diesel, 5 sails, South Pacific cruising veteran. \$23,500.



43'7" SEA WOLF 44 DIESEL AUX. KETCH, NEW — Sailaway \$99,300!! Call for details (sistership).



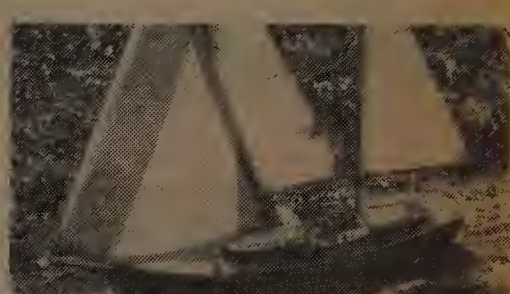
30' HURRICANE AUXILIARY SLOOP. Nunes Bros. Design. Distress Sale!! \$9,000/Offers.



27'2" COLUMBIA 8.3 AUX. SLOOP, 1978. Diesel, VHF, Depthsounder, CB, stereo. Like New! Must see — AT OUR DOCKS. \$29,500/All Serious Offers Considered.



50' FORCE 50. New ctrckpit ketch, berthing for 8 incl. queensize aft cabin, ultra-luxury, unbelievably priced in mid-130's sailaway; pilothouse also avail. Inquire. (Sistership). May Be Seen At Our Docks.



41' ISLANDER FREEPORT. '76, fully equipped for singlehanded cruising. Ask about possible \$8,500 savings. \$133,500.

24' CAL 2-24.....	\$9,500
24' COLUMBIA.....	7,500
24' PEARSON AREO 24.....	5,500
24' WINDWARD Sloop.....	8,900
24' FARR 727 1/4-Ton sloop.....	11,900
24' NEPTUNE 24K, 1980.....	21,000
24' ISLANDER BAHAMA.....	3 from 6,600
25' BAHAMA 25, McGlasson-design.....	2 from 11,990
25' NICHOLS SeaHorse yawl.....	7,500
25' CHEOY LEE CLIPPER.....	2 from 15,500
25' CORONADO.....	2 from 9,800
25' CONYPLEX SEXTANT.....	11,500
25' NORDIC FOLKBOAT.....	2 from 5,400
25' SEILDMANN sloop.....	20,900
25' SPITZGATTER O/S diesel crs., sloop.....	13,950
25' TANZER 7.5.....	2 from 10,900
25' PETERSON 2-25 full race.....	16,500
25' FOLKBOAT-BORRESON.....	10,000
25' LANCER.....	14,000
25'6" FRIENDSHIP SCHOONER.....	25,000
26' COLUMBIA 26 MK I.....	8,650
26' COLUMBIA 26.....	11,000
26' INTERNATIONAL FOLKBOAT.....	27,000
26' ISLANDER EXCALIBUR.....	9,000
26' PEARSON ARIEL.....	13,000
26' RANGER.....	16,300
26' S-2 aft cockpit sloop.....	20,000
27' HUNTER diesel sloop.....	26,500
27' COLUMBIA 8.3.....	29,500

27' NOR'SEA 27, aft-cabin, diesel.....	39,900
27' CHEOY LEE OS.....	2 from 23,500
27' BRISTOL 27.....	17,000
27' CATALINA SLOOP.....	17,000
27' ERICSON.....	21,000
27' CAL 2-27.....	25,950
28' NICHOLS BUCCANEER.....	2 from 9,995
28' LANCER SLOOP.....	19,500
28'6" PEARSON TRITON aux. slp.....	21,000
29' ISLANDER 29.....	24,500
29' RANGER diesel auxiliary sloop.....	33,950
29' COLUMBIA 8.7.....	33,000
29' ERICSON.....	27,000
30' RAWSON with PilotHouse, diesel.....	56,000
30' HURRICANE SLOOP — Nunes Bros.....	9,000
30' ERICSON racing sloop.....	2 from 27,000
30' SCAMPI 30 MKIV dsl aux. slp.....	49,500
30' RAWSON, diesel sloop.....	26,200
30' AMERICAN sloop, Nichols design.....	16,500
32' WESTSAIL cutter.....	60,000
33' WINDWARD 33.....	23,500
33' PEARSON 10M.....	37,500
34' PETERSON (NEW).....	69,666
34' TARTAN sloop (S&S design).....	44,000
34' FORMOSA AFT CABIN, slp., dsl., '80.....	72,000
35' ERICSON.....	44,900
35' CORONADO aft cabin sloop.....	2 from 44,000
35' Mod. FRIENDSHIP aux. slp., gaff-rig, dsl.....	26,500
35' YORKTOWN diesel cutter.....	48,500

36' ISLANDER, diesel auxiliary Sloop.....	55,000
36' LANCER, diesel sloop.....	79,900
37' FORMOSA ovseas, diesel ketch.....	55,000
37' IRWIN MK V ketch, diesel.....	90,000
38' KETTENBURG Aux. Sloop.....	40,000
38' DOWNEAST CUTTER, diesel.....	2 from 78,000
39' IRWIN CITATION F/G, diesel.....	69,950
39' CAL 39, diesel sloop.....	88,000
39' ALLIED MISTRESS, ketch, diesel.....	80,000
40' MARCONI Dsl. Aux. trunk cabin ketch.....	65,000
40' CHEOY LEE OS yawl, diesel.....	89,500
40' BLOCK ISLAND CUTTER, sloop rig, dsl.....	30,000
40' PIVER aft cabin VICTRESS, '79 dsl ketch.....	90,000
40' BOYD & YOUNG center cockpit dsl sloop.....	35,000
41' CORONADO, equipped.....	78,500
41' GULFSTAR 41, center ckpt sloop, dsl.....	89,500
41' C&C REDLINE sloop — diesel.....	90,000
41' MORGAN, aft cabin, sloop, diesel.....	97,000
41' CT 41' auxiliary, ketch, diesel.....	97,500
43' WESTSAIL, diesel ketch.....	150,000
44' RHODES MOTORSAILER, twin diesel.....	140,000
45' EXPLORER 45 MK II center cockpit.....	105,500
45' LITTLE HARBOR diesel centerboard yawl.....	110,000
46' FORMOSA Dsl. center cockpit cutter.....	122,000
46' LIDO CENTER COCKPIT yawl, diesel.....	69,500
47' OLYMPIC O/S cruiser, diesel ketch.....	165,000
50' FORCE 50 PILOTHOUSE diesel ketch.....	159,500
51' FORMOSA PILOTHOUSE ketch, diesel.....	156,500
52'8" PASSAT, auxiliary ketch, diesel.....	90,000
60' ANA MARIE gaff-rigged cutter, diesel.....	225,000

MANY MORE LISTINGS ON FILE — BERTHING AVAILABLE FOR ALL BOATS

1535 Buena Vista Ave., Alameda
No. 12 Marina Blvd., Pittsburg
3424 Via Oporto, Newport Beach

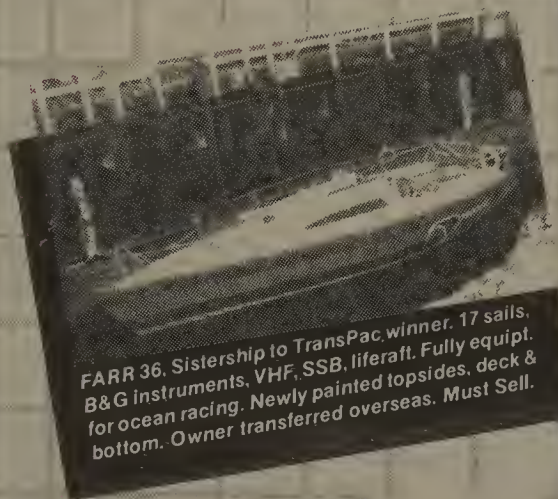
(415) 522-6500
(415) 432-8722
(714) 673-5200

Cityyachts

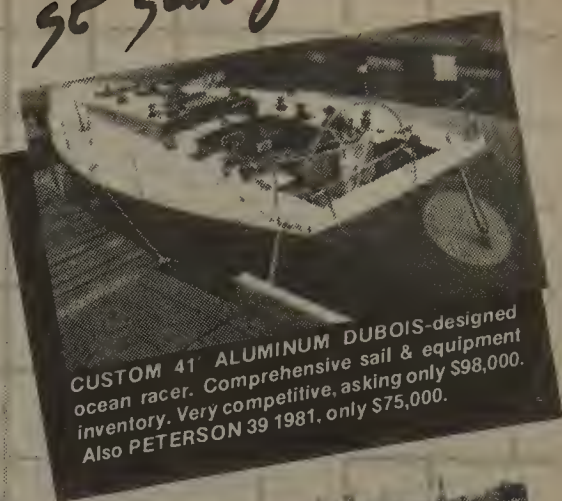
(415) 567-8880

foot of laguna st san francisco

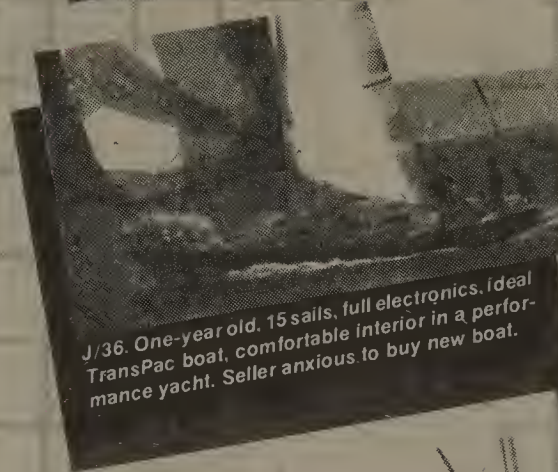
25' NORDIC FOLKBOAT	2 from 4,500
25' PACIFIC CLIPPER	13,000
25' GAFF SLOOP	35,000
25' KILLER WHALE	11,000
25' PETERSON	18,500
26' ARIEL	14,750
26' COLUMBIA	2 from 10,950
27' SANTA CRUZ	20,000
27' TARTEN	24,500*
27' CAL T/2	19,000
27' MULL CUSTOM	18,000
28' NEWPORT	35,000
28' WYLIE 1/2 TON	27,000
29' RANGER	31,950
29' ERICSON	25,000
29' HERRESHOFF H-28	27,000*
30' ETCHHELLS	15,500
30' CATALINA	38,000
30' SANTANA	44,500
30' ISLANDER	33,000
30' IRWIN	45,000
30' PEARSON	33,800
30' HUNTER	32,000
30' BURNS 1/2 TON	39,500
30' CUSTOM C & C	35,500
31' ERICSON-INDEPENDENCE	45,000
32' WESTSAIL	60,000
32' COLUMBIA SABRE	10,000
32' COLUMBIA 5.5	7,200
33' RANGER	47,000
33' CHEOY LEE	52,500
33' TARTEN 10	2 from 32,000
33' MORGAN	85,000
34' PETERSON	65,000
34' PETERSON 3/4 TON	42,000
35' SANTANA	59,500
35' CHEOY LEE	75,000
35' CORONADO	44,000*
36' FREEPORT	2 from 125,000
36' J/36	120,000
36' S-2	73,500
36' PETERSON/ROGERS	98,000
36' ISLANDER	2 from 59,900
36' HERRESHOFF	44,500
36' HUNTER	68,500
37' ISLANDER	41,000
37' CRUISING SLOOP	49,500
37' FISHER KETCH	149,000
37' PETERSON	95,000
37' ESPRIT	120,000
38' FARALLONE CLIPPER	46,000
38' YANKEE	69,500
38' C & C	89,500
39' CAL	99,500
39' ROGERS "FRACAS"	92,500
40' MARINER	79,500
40' GARDEN KETCH	74,000
40' OFFSHORE YAWL	89,500
41' OFFSHORE-CHEOY LEE	116,000
41' CT	72,500
41' KINGS LEGEND	96,000
42' DUBOIS	98,000
42' WESTSAIL	150,000
42' SOLARIS CAT.	179,500
43' METER R BOAT	29,500
43' SWAN	119,000
44' LA FITTE	199,000
45' S & S ALUM.	149,500
45' DAVIDSON CUST.	235,000
46' CELESTIAL KETCH	119,000
47' OLYMPIC KETCH	150,000
50' FORCE 50	125,000
50' KETTENBURG	130,000
50' SANTA CRUZ	200,000
*SAN FRANCISCO BERTH INCLUDED	



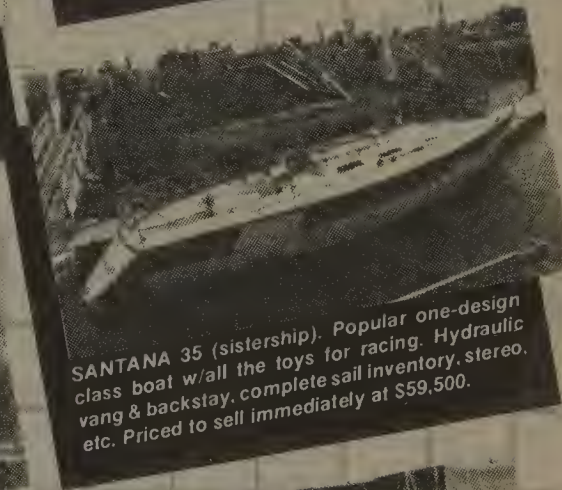
FARR 36. Sistership to TransPac winner. 17 sails, B&G instruments, VHF, SSB, liferaft. Fully equipt. for ocean racing. Newly painted topsides, deck & bottom. Owner transferred overseas. Must Sell.



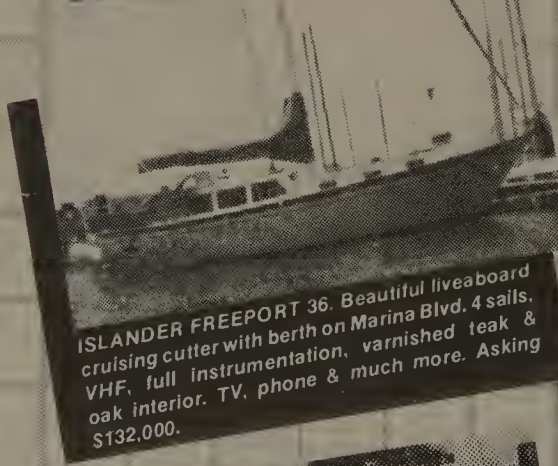
CUSTOM 41 ALUMINUM DUBOIS-designed ocean racer. Comprehensive sail & equipment inventory. Very competitive, asking only \$98,000. Also PETERSON 39 1981, only \$75,000.



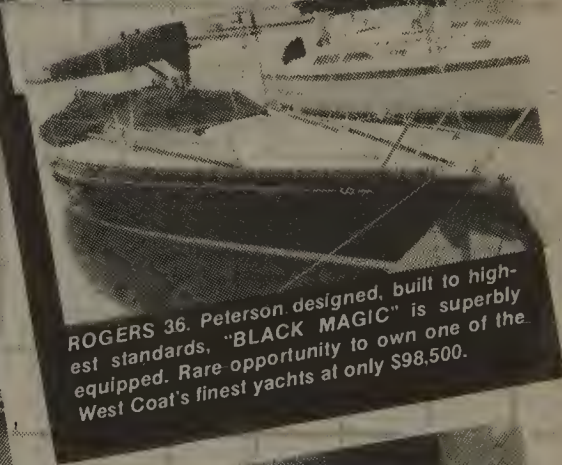
J/36. One-year old. 15 sails, full electronics. Ideal TransPac boat, comfortable interior in a performance yacht. Seller anxious to buy new boat.



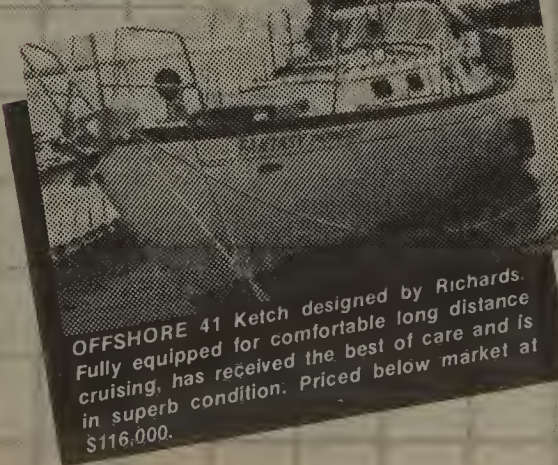
SANTANA 35 (sistership). Popular one-design class boat w/all the toys for racing. Hydraulic vang & backstay, complete sail inventory, stereo, etc. Priced to sell immediately at \$59,500.



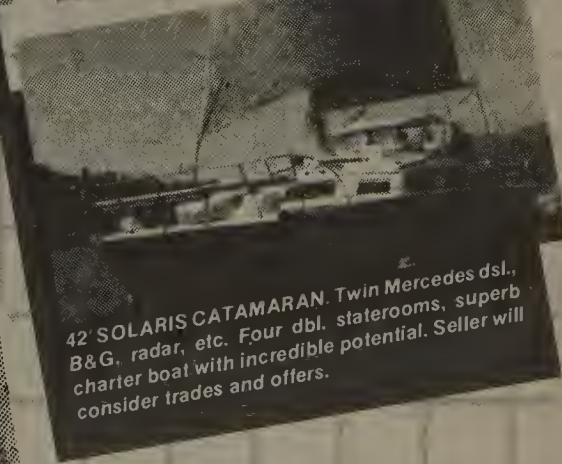
ISLANDER FREEPORT 36. Beautiful liveaboard cruising cutter with berth on Marina Blvd. 4 sails, VHF, full instrumentation, varnished teak & oak interior. TV, phone & much more. Asking \$132,000.



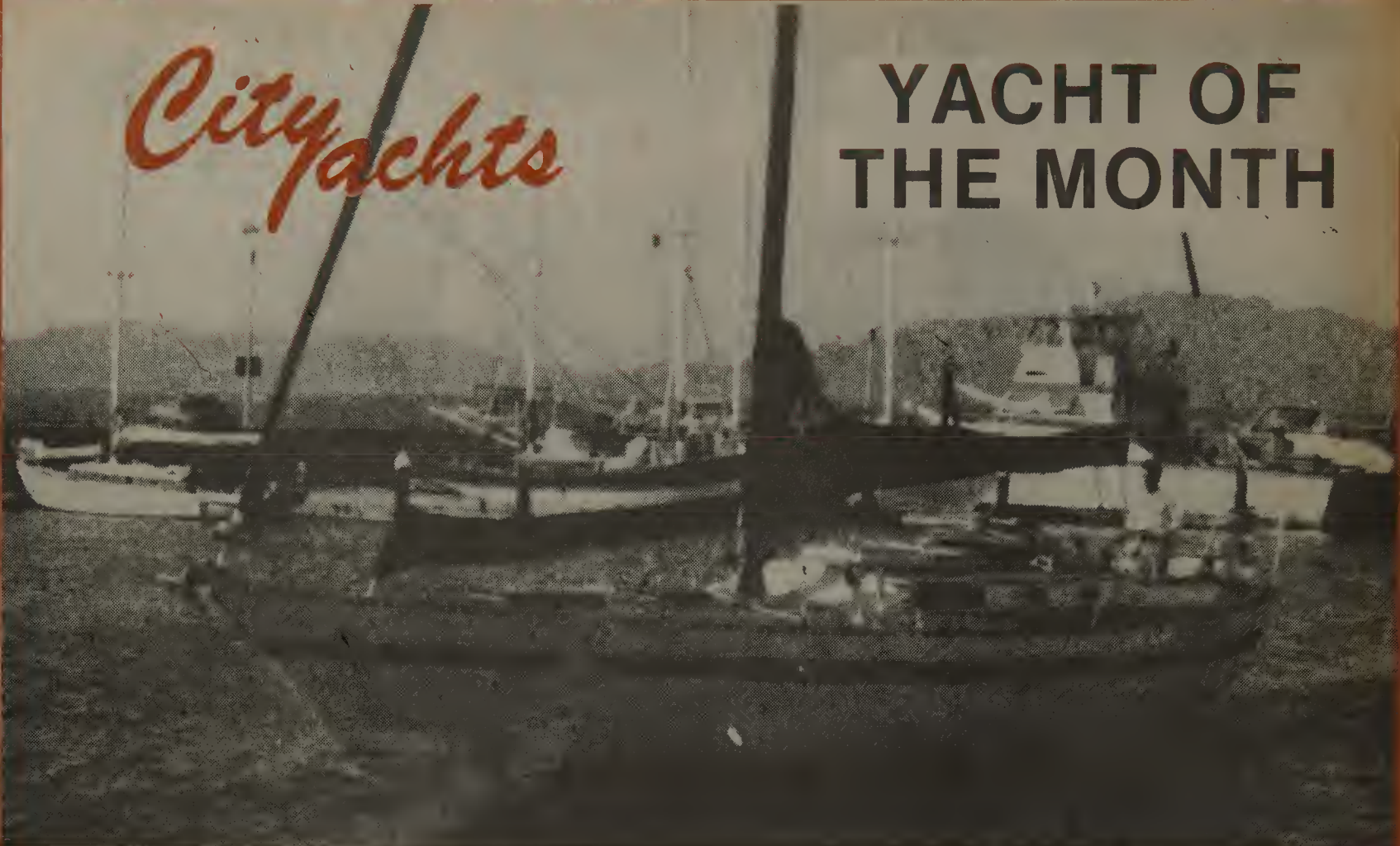
ROGERS 36. Peterson designed, built to highest standards. "BLACK MAGIC" is superbly equipped. Rare opportunity to own one of the West Coast's finest yachts at only \$98,500.



OFFSHORE 41 Ketch designed by Richards. Fully equipped for comfortable long distance cruising, has received the best of care and is in superb condition. Priced below market at \$116,000.

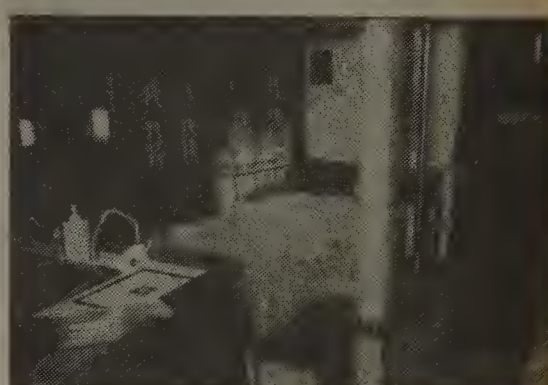


42' SOLARIS CATAMARAN. Twin Mercedes dsl., B&G, radar, etc. Four dbl. staterooms, superb charter boat with incredible potential. Seller will consider trades and offers.



Cityyachts

YACHT OF THE MONTH



LaFitte 44 ***“Alchemist”***

We at City Yachts are proud to present “*Alchemist*”, probably the most customized and best equipped LaFitte 44 ever built. This Robert Perry-designed performance cruiser has been constructed and equipped using the best materials and hardware available, regardless of cost. For added insulation both her hull and deck have an airex foam core. In lieu of the standard 42 h.p. engine, “*Alchemist*” has an 82 h.p. Perkins diesel. Nothing has been spared in making the interior both luxuriously comfortable and supremely efficient: the aft cabin has an enlarged double berth, a settee berth and ample stowage. The galley is equipped with a microwave oven and a custom refrigerator and freezer. The navigation gear includes radar, autopilot, VHF and full Brookes & Gatehouse instrumentation. “*Alchemist*” has been beautifully maintained and is an “as new” condition. She is offered with a 45-ft. berth in San Francisco Yacht Harbour, adjacent to the prestigious St. Francis Yacht Club. The asking price has been reduced by \$50,000 and the owner is interested in all offers. Please call for a full inventory and appointment to view this fine yacht.

Foot of Laguna St., San Francisco, CA (415) 567-8880